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HUMONGOUT: HONDA XL350 vs YAM DT400

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You have enough answers on this page to enter the "HODAKA TRAIL TO FUN" contest.

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"TRAIL TO FUN" CONTEST at your participating HODAKA dealer now, come on in and get a free key fob or cycle slide rule and enter the contest... Grand Prize a TOYOTA pick-up styled by Cobra Body along with lots more prizes.

DIRT BIKE

APRIL 1976 • VOLUME SIX • NUMBER FOUR

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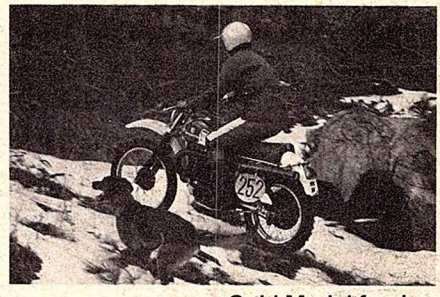

Gold Medal fetcher

Trans-VND Wrap-Up

ON THE COVER: Latest YZ250, complete with tach and speedo.

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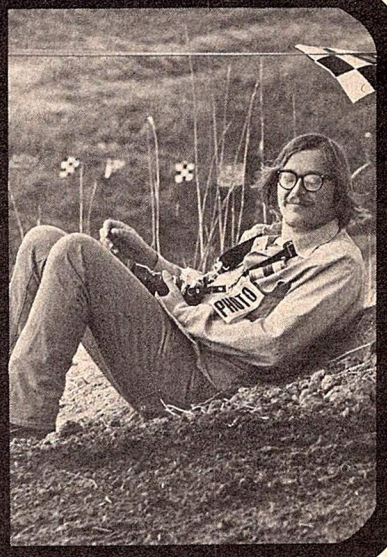
CHECKPOINT

by
CHET HEYBERGER



Jon Crow photo

THE VARIA OF APRIL

Some of the people that are associated with motorcycling these days are quite surprising. That old image of the one-sided bike freak who can't speak except in terms of displacements, flow theory, berms or suspension design isn't the standard anymore. Sure, there are still people who interject themselves into a conversation about Yamaha's chances of pulling off another championship in 1976 by saying, "Ah yes, the Blah-blah Suspension System," as if the initial capitals you can hear them pronounce were absolutely necessary to mention the origin of the suspension used on Yamaha's present Monocross and road racing models. Of course as soon as that interruption is complete, someone else picks up and says that the monoshock suspension was actually first used by a Maico freak in Germany named Kramer, except that there were two Konis mounted under the tank.

Bad, but not nearly as bad as those who would interrupt the same conversation about Kenny Roberts or Jimmy Weinert by telling you that the monoshock was first used in the Flying Merkel, though actually the design they're talking about used a rigid rear cantilever to which was mounted a single spring to support the seat. The only thing fun about those conversations is that the first, second and third interrupters will usually start talking to each other, enabling the rest of us to walk away and continue discussing racing.

Yes, there are some of the old-liners left, but most of the people we run into around DB are not so straightforward. Some are quite a bit more complex; some are really distorted. That last group can be frightening to deal with; their solutions to common problems tend to be bizarre. They seize on small aspects of situations and extrapolate until the vista they suggest is so far in variance with what you thought was coming, that one of two things will happen to you. Sometimes you fall back in your seat in stunned silence. But more likely, you start to chuckle and end doubled up in laughter by the time your mind has run down all the implications of what they're proposing.

Of course it's all perfectly logical to them. You can even follow the chains of their reasoning step by step. But when you consider only the original premise and then compare it to their conclusions, it's scary. In short, these people make George (presently only a motocrosser/ magazine editor/blimp freak, but working, planning and scheming toward becoming first an Airship Commander, and then, ultimately, the Western Hemisphere's first blimp pirate) appear completely normal.

Their problem is that they're about 17 degrees out of phase with the rest of the world. They're not merely motoing to the sound of a different drummer. They are not just contrary; that would be 180 degrees out of phase. They are only slightly out of synch with the rest of reality. It gives them a slight

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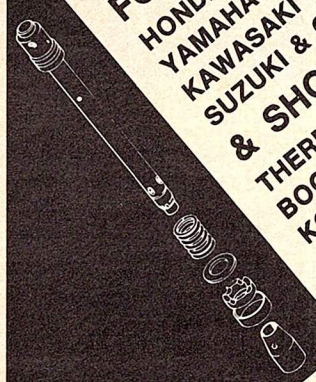

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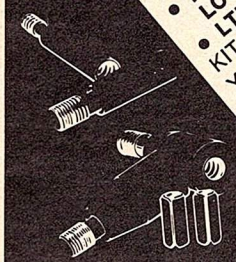

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shimmer when seen under some conditions. Like a clear, warm day in the desert or under certain kinds of fluorescent lights. Of course they have to be speaking for the phenomena to appear.

John Hands is one of them. He's a frequent contributor to DB, supplying us with stories and photos about Canadian enduros, ice races, the ISDT, or whatever. Now he's got a new thing. On the way back to Ontario after the Six Days in October, he bought himself an Ariel 500 HT Sammy Miller Replica. It's a single-cylinder four-stroke trials machine. With a sidecar, of course.

Now, being one of those people described previously, John is trying to promote a new observed trials class. Only big four-strokes with sidecars would be allowed to enter. Luckily for the sane people in the world, Yamaha has introduced their two 500cc thumpers, the TT and XT500. So at least the class won't be limited entirely to 12-year-old English motorcycles.

But he couldn't leave well enough alone. He also proposes that this class could cause a renaissance of observed trials riding by injecting money from hordes of spectators who will come to trials meets to watch the class. To improve the chances of that happening, he wants to have the guy in the car wear a hair suit. After all, he is the monkey. Then John goes on to explain that you could help the fans to distinguish between the classes of rider by varying the length of the tail. Expert teams would be required to exhibit considerably longer tails on the monkey. Besides identification, this embellishment would serve as a natural handicapping device.

Shortly after being subjected to this extraordinary suggestion for pulling the motorcycle industry out of its doldrums, I made the mistake of mentioning it to Len, Bruce and Dave, organizers of the nearly infamous Cheese Whiz Trials. They immediately declared that the Cheese Whiz would have such a class. Originally I'd thought that John's idea had as much chance as a stocker does in some of our local California 125 classes. But, all of a sudden, there was an event that was not only going to adopt the class, but the Cheese Whiz organizers went further. They decided that if 500cc and up four-strokes with sidecars

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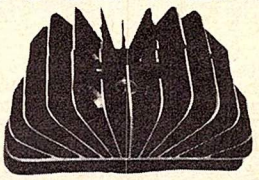
HOT ITEM
COOL HEAD



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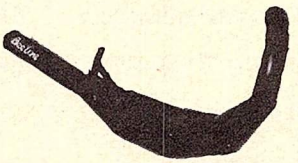

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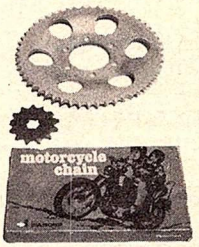

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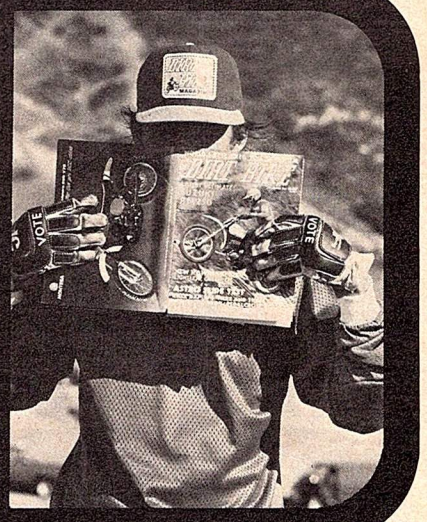
BITS and PIECES

by

LEN WEED

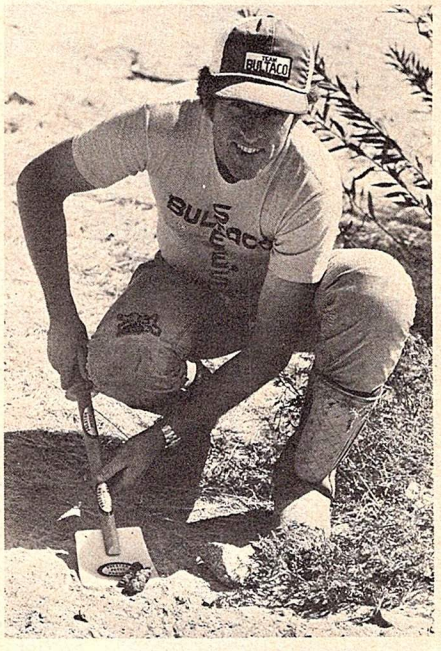


The sixth annual El Trial de Espana was won by A.T.A. champion Bernie Schreiber. He edged Marland Whaley and Mike Griffitts by three marks. Eight of the nation's top 12 ranked riders competed. The event, staged at Saddleback this year, raises money to send top American Trials Association (Southern California) riders to the Spanish round of the international series. Top raffle prize was a 250 Sherpa T, donated by Bultaco International. It was won by Expert Matt Pritchard. A TL125, donated by Honda, was awarded after a drawing from checkers' names for the '75 season. DIRT BIKE topped the Press/Industry class and Marty Tripes — yes, Marty Tripes — took second Novice, on a Sherpa naturally.

* * *

From the left: Kathy, Shasta, Chris, Mike, Karen and Martin. The Official Team Montesa checking crew. Mike qualified for the Bad Day at Black Rock award recently. On the way to a trial his VW van blew up, a mere $1100 repair job. He scored a ride to the park, had to go back to get his bike and started riding an hour late. In the first section his chain came off and subsequently he got a flat, fouled a plug, had his muffler break off and found himself upside down in a section. And he finished eighth.

* * *



What we have here is Boyd demonstrating one of the many uses of the Preston Petty Puppy Follower. The PPPF arrived in the mails mysteriously one day with no word of explanation. Maybe it really isn't a puppy follower. Amazing what the human mind can come up with while sitting around in Oregon waiting for it to stop raining.

* * *

Continued on page 14

Dirt Bike readers pick Husky 360CR best open class Mx'er!

In July of 1975, the editors of Dirt Bike magazine asked their 200,000 readers to pick the "best bikes in the universe." The results of this poll were published in their January, 1976 issue. The Husky 360CR was the choice for best open class motocrosser by a wide margin. Husky's 250CR was the easy winner in the 250 class.

The editors were quick to approve of their readers' selections—which makes sense when you think of how many cycle magazine editors ride Huskys themselves.

If you take motocross seriously—and you're getting a little bored with umpteenth place—why not stop by your local Husky dealer and find out why thousands of guys like yourself say...

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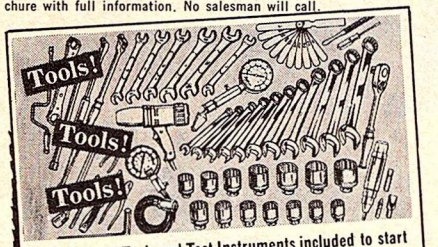

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by PRESTON PETTY

ALPINA DILEMMA

I have two problems on which I would like your expert commentary. I have a 1974 Bultaco 250 Alpina. This bike has my vote as the BEST ENDURO BIKE IN THE WORLD.

My first problem is that fiberglass tank. At first it was sensational; no problem. But then after two months (time limit of the warranty) it started to do a funny thing (as in disintegrate). Well, my dealer (who went out of business after I bought the bike) told me it "probably didn't cure long enough at the factory." Preston — help! I can't find a plastic Alpina replica tank anywhere. Do you make them or know anyone else (preferably Windsor) who does? Please leave no stone unturned. If there is no such animal, would a plastic Pursang tank work with my seat?

The front Betor suspenders were "perfect" new, but then the springs sagged so I put valve springs from a small-block Chevy in the top (they're exactly the same diameter); now with H.P. silicone fluid they work better than when they were new. Really, try it. The rear Betors were too soft so I went to Telescos like the Pursang. I moved the Telescos forward and laid them down, a la the RM Suzuki. Neat job too.

By the way, I almost broke my arm trying to pat myself on the back.

This setup works great. Try it, too. But beware, this rear end modification lowered the rear axle exactly one inch. No, it didn't affect the great Bultaco handling. But in order to get the necessary clearance for the chain to cross over the front part of the swingarm, I had to go with a larger rear sprocket — taking away from the almost non-existent top end. This is my second problem: no top end and the engine accelerates too slowly stock. I don't want to change the rear end suspension — I mean after almost breaking my arm on that marvelous piece of engineering. And I can't change the sprocket because of the needed chain clearance over the front of the swingarm.

Is there any way to get it to rap out faster with more top end? Different pipe, larger transfer ports, bigger carb, etc? Or would a Pursang top end (piston, cylinder, head and pipe) work with my crank and bottom end? In other words, what's the hot setup here?

Your help will be appreciated very much. Thank you.

David W. Finley
Kirksville, Missouri

P.S. Please hurry. I can't go riding without a tank and it's no fun without top end.

Sounds like you've done some pretty trick things to your Bul. Congratulations.

If you want to stick with the stock tank, go ahead. The fiberglass has got its problems, as you are well aware. I suggest you contact either Windsor or Helmet House for something that will fit on your machine. It won't match the stock one, but they should have something that will fit.

With your top end problem, I suggest you put the original sprocket on it and get one of those spring-loaded chain tighteners to take up

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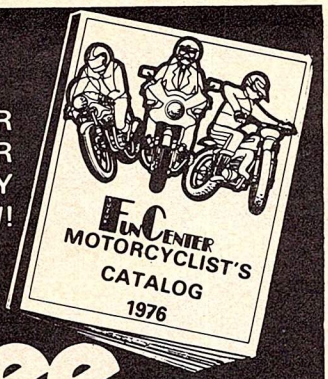

free catalog

Our 1976 all-new mail order catalog is the most complete catalog of parts, accessories, performance equipment, tools and clothing for custom, street, competition and dirt bikes. The 1976 motorcyclist's catalog is just the very best mail order catalog available anywhere.

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SUZUKI FunCenter 515 N. Victory Blvd., Burbank, Ca., 91502 (213) 849-7295

the slop when the suspension is fully extended. If you don't want to pop for that, grab your welding torch and some metal and form a better chain guide a couple inches ahead of where it goes on to the rear sprocket. Chains get awfully loose with the LTR setup when fully extended. And, unfortunately, tend to derail quickly.

PLASTIC PEOPLE PARTS

In a recent accident aboard a friend's RM125 I lost about a third of the middle finger on my left hand in the countershaft sprocket of the bike. Since I like your plastic replacement fenders, skid plates, etc., I was hoping you could come up with an ultra-trick Preston Petty Plastic Replacement Finger for me and other people who have had the same unfortunate experience. Also, how and where can I get some custom-made Tibblins and about how much would they cost?

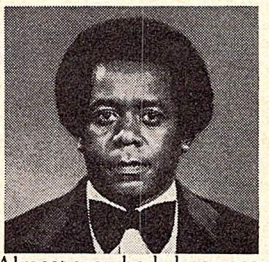
William Smith
Punta Gorda, Florida

P.S. The PPPRF should be unbreakable and resistant to premium gas, Blendzall, and unguarded 13-tooth

Continued on page 82

"How many people do you know who have been cured of cancer?"

Flip Wilson,
National Crusade Chairman



Almost everybody knows someone who has died of cancer. But the fact is about two million living Americans have been cured. Not only cured but leading active, normal lives. Another fact is millions more could be.

By getting to the doctor in time. By availing themselves of the most effective treatments today. By advances made through cancer research. Research made possible with the help of the American Cancer Society.

To save more people, the American Cancer Society needs more money. So, please, give. We want to wipe out cancer in your lifetime.

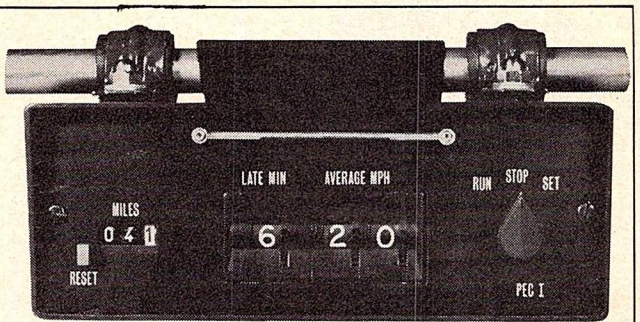
American Cancer Society

This space contributed by the publisher.

PRESETTABLE
ENDURO
CALCULATOR

WITH

LATE MINUTE FUNCTION



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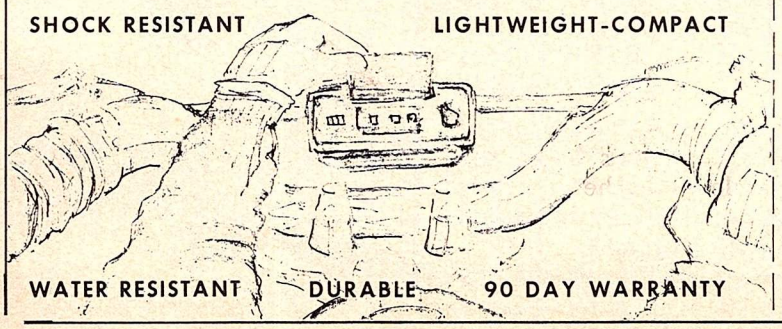

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Get a HEAD in '76
Completely new line of DG Radial Heads for more horsepower and quicker response.

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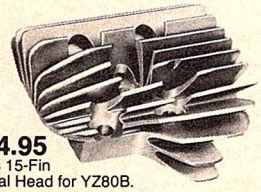
DG's 17-Fin
Radial Head for Honda CR125.
Also available for CR100, MR175, YZC125, MX125, TM100, TM125, RM125, RM100, KX125.



$34.95
DG's 15-Fin
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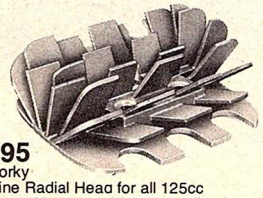

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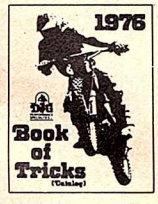

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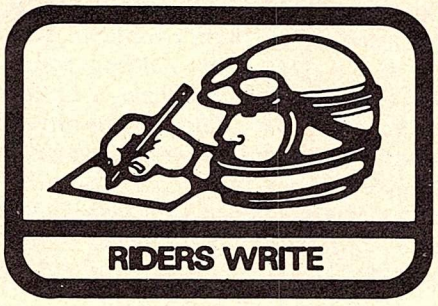


RIDERS WRITE

FIRST, THE BAD NEWS

Your map of the Lone Star tracks in the November issue completely left out Cycle-Rama in San Antonio. After all, Marty Smith did race here in August. You said it was our fault if things were inaccurate, so I figured I'd tell you. It's a great place but I'll let you figure out the ratings. Sure like to let people know we're down here.

Alan Bowers
San Antonio, Texas

First of all, I don't expect this letter to be printed because it's too long and it states too many facts that DIRT BIKE doesn't want printed. Back in the old days, I thought DIRT BIKE was the best dirt mag around, not anymore. I remember when DIRT BIKE was as thick as *Playboy* and only 75 cents; now it's as thin as a comic book and $1.00. And the way you write your articles is bullshit. You don't write them anymore. You just take pictures and put captions under them (see "Coliseum Cross" and "Hodaka 100" in the December issue). Why don't you start writing? And what's this BMX shit? If I wanted to read that babyshit, I would get a subscription to a BMX mag. And what happened to all the departments? Now all you have is "Checkpoint" and "Ask the Expert." There used to be five or six columns. Whatever happened to "Course of the Month"? And now there's more freakin' ads than articles. DIRT BIKE used to be No. 1 on my list. Now it's fourth behind *Pop Cycle, Modern Cycle,* and *Motocross Action.* When my sub runs out, I will not renew it.

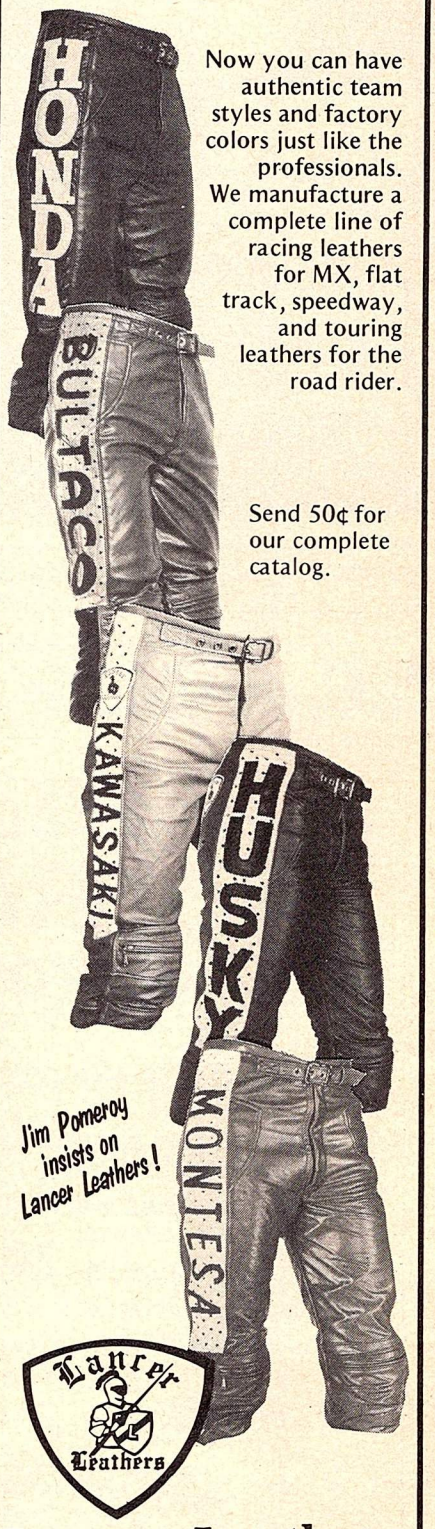
Rick Hermanns
Cincinnati, Ohio

First of all, you were right about the possibility of your letter not getting printed, but you were wrong on the reasons. The major stumbling block was your language.

But now, point by point, Mr.

Continued on page 88

TEAM LEATHERS



Now you can have authentic team styles and factory colors just like the professionals. We manufacture a complete line of racing leathers for MX, flat track, speedway, and touring leathers for the road rider.

Send 50¢ for our complete catalog.

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Phoenix, Arizona 85029
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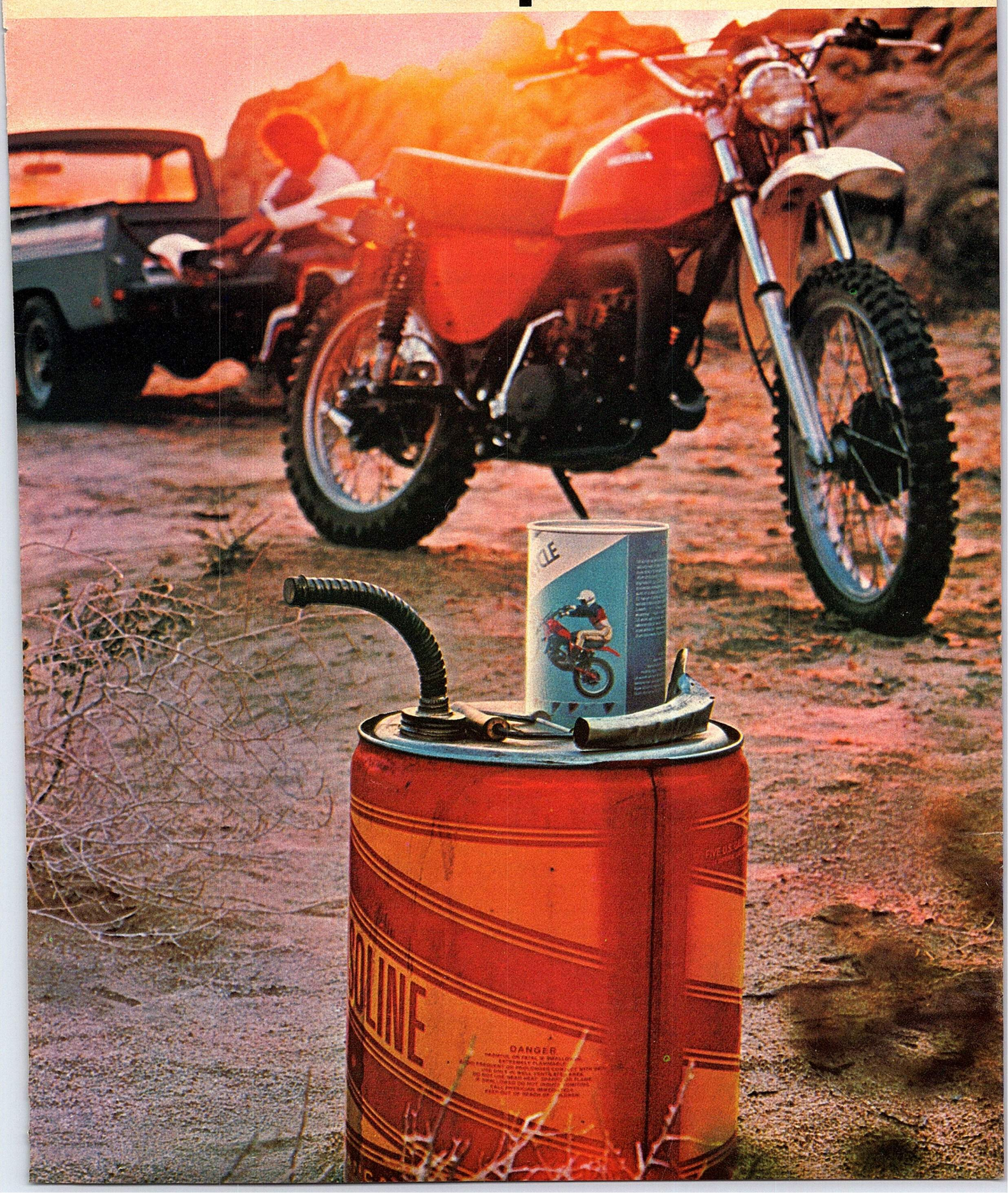
Here's all our new MR's need to be competitive.



MR 175

MR 250

Always wear a helmet and eye protection when riding. Model availability may be limited. Designed for off-road operator use only. For Free brochure, write: American Honda Motor Co., Inc., Dept. CW, Box 50, Gardena, Calif. 90247. See Yellow Pages for nearest dealer. © 1976 AHM.

Here's why:

You used to have few choices in serious off-road competition. Spend $1000 more than you wanted to... or buy any old off-road bike and start replacing tires, wheels, shocks, springs, frame, tank...the list seemed endless.

Well, Honda just saved you time and money. With the new MR-175 and MR-250: two out-of-the-crate dirt competitors. With aluminum rims, lightweight conical hubs, knobby tires, serrated footpegs and brake pedal, flexible plastic fenders, large gas tanks (2.9 gal. on the 175; 3.4 on the 250), and more. Standard.

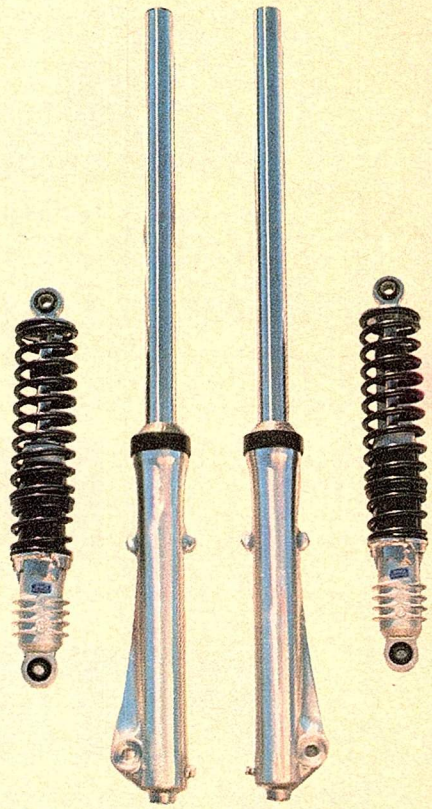
But even trick stuff won't help if the basics aren't there. On the MR's, they are. Frame design came straight off the CR motocrossers. The engines, too. But with more tractable power, thanks to a wider powerband, and a special "power jet" carburetor on the 250. With the wide-ratio five-speed you can ease around wet rocks one minute, blow down a flat desert trail the next.

In comfort! Front forks give 7.1 inches of travel. Rear shocks more than 6 inches on the MR-250; nearly 5 inches on the MR-175. Right on target for a difficult enduro, or just playing in the dirt all day.

Dirt can be pretty rough on an engine. So both MR's boast a snorkel airbox arrangement *Cycle Guide* called, "one of the most clever we've ever seen." Dirt, or dust or water, would almost need a road map to find the way into the oiled foam filter.

An MR only needs one other thing to be competitive: a rider with skill. And *he'll* need more optional equipment than the bike did.

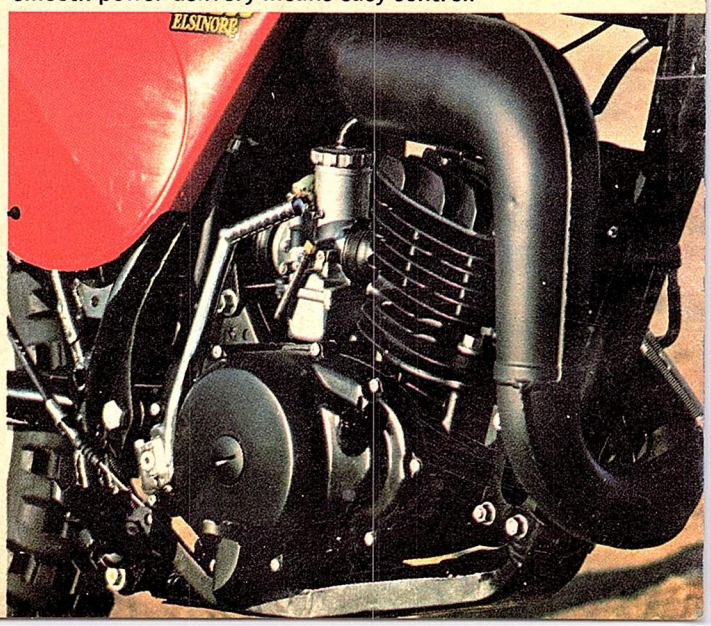
Luckily, your dealer can supply that, too.



Offset-axle front forks on the MR-175 and finned aluminum forward-mounted, canted rear shocks help iron out even the roughest terrain, and keep power to the ground.

Sharp bends and turns of special MR airbox intake are designed to keep foreign matter away from filter, help engine run cleaner longer.

Six-port single-cylinder two-stroke engine delivers usable power over a wide rpm range. That smooth power delivery means easy control.

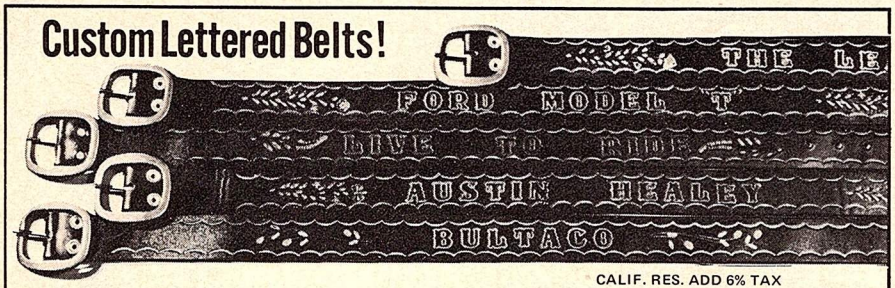


HONDA

First. For good reason.

Get in on Honda's Big Bike Bonus. Save up to $80 on selected bikes. Through April 30!

Custom Lettered Belts!



Available now are these thick hand-crafted leather belts, custom lettered with up to 15 letters! Choose your own message; your name, car or bike make, club name, hobby, or anything else! Available in black or brown, all sizes.

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Get "The Klotz Report." Read all about it. See your Klotz dealer for a free copy. Or, write us direct. Please include 25¢ to cover cost of postage and handling and we'll also send along our brochure on the whole Klotz family of products. But be forewarned, you may never want to run a "cheapie" oil again.

Dealer inquiries are welcome.

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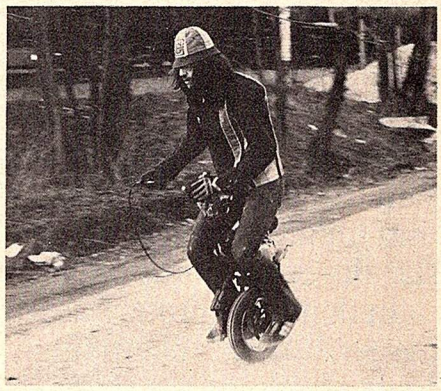
Ft. Wayne, Indiana 46801

BITS & PIECES

Continued from page 6

Confused about the TT500/CCM600 test in last month's issue? You should be. The text got mangled during a last-minute "correction." Here's the proper continuity: The left-hand column on page 43 continues on page 45. The last sentence on page 45 is continued in the middle column back on page 43. The last sentence in the right-hand column on page 43 is continued on page 46. Column four displaces 300cc of pure just to the left of competition yellow . . .



Dave Ridge, Service Manager at P.C. Bike in Port Credit, Ontario, sent us the above photo. What am it? A moto-cycle? Uni-single? Mono-cycle? Dave, who rides a unicycle as part of his training for motocrossing, came up with the idea of motorizing his one-wheeler. A mere six months later he had it licked. Power is provided by a 60cc Yamaha mini-enduro. The forward protruding cylinder design gets it out of the way of the seat. The rear, ah front, ah, the wheel has a disc brake. Riding technique requires brake/throttle coordination. If the rider is falling backward he brakes (using the left-hand lever) to bring the wheel back under him. If he's falling ahead of the wheel he accelerates (right hand) to catch up to himself. So far no other locals have mastered Dave's moto-cycle. Dave mentioned that he can get his creation licensed for the street. He'd like to hear from anyone else who's tried this form of mono-madness or is otherwise interested. The shop address is 624 Lake Shore Road East. Canadian zip code is L5G 1J4. Oh yeah, Tom Cameron took the picture.

* * *

Continued on page 18

Cycle Gear

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Free Gifts!

PRINTED MOTOCROSS

100% Nylon Jerseys

Sizes S - M - L - XL

$9.99

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Faded Blue Denim
Padded Elbows
Adjustable Waistline
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SIZES —
Kids
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Adult
34 - 36 - 38 - 40
42 - 44 - 46 - 48

No. 1702 WINDBREAKER

Chest Protectors

Cycle Names
Team Colors **$8.99 each**

No. 110 Honda
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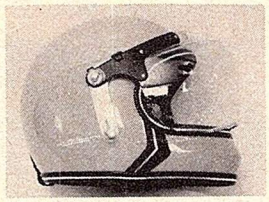
Racer Helmet

Top Quality Full Protection DOT Approved



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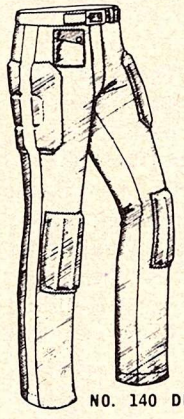
Clear Flip-Up Shield Included – No Extra Cost

Colors: White - Yellow - Black - Orange Metal Flake Red - Blue
Sizes: S - M - L - XL
No. 850 Racer Helmet



Denim MX Pants

by Dynamite

$16.99 pr.

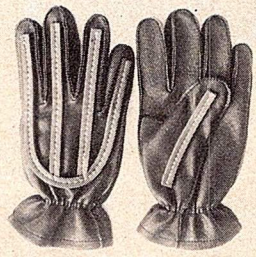
Padded Hip and Knee

SIZES: Kids 22 - 24 - 26
Adult 28 - 30 - 32 - 34 - 36 - 38 - 40

NO. 140 DENIM MX PANTS

Motocross Gloves

With Rubber Protective Strips



$4.99 Pair

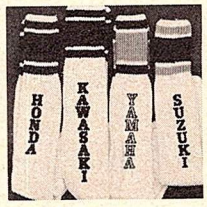
S - M - L - XL
No. 120 MX Gloves Black Only

2 Pairs $8.99

Motocross Socks

Imprinted in Team Colors
With Cycle Names
One Size Fits All

$2.99 pair



No. 130 HONDA
131 KAWASAKI
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Free!

With Nuts and Bolts

$3.00 Value Fender Flap with Orders Over $20

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5 Racing Decals ($1.50 Value) with Orders Over $10

TO ORDER: Fill in coupon neatly. Print or type. If additional space needed use plain sheet of paper. Give size and cycle name where needed. Add $1.00 shipping on orders under $20. We pay freight on orders $20 or more. For CANADA shipment add $2.00 on any order. Send cash or M. O. for prompt shipment. Personal checks take 2 weeks to clear our bank. NO COD ORDERS. Alabama residents add 4% sales tax.

If coupon missing prepare order on plain sheet of paper. State Quantity - Item No. - Description - Size - Price. CYCLE GEAR, Box 2001 - D4 Dothan, AL 36301.

New '76 Catalog 50¢

FREE With Any Order

Quan.	Item No.	Description	Color	Size	Price

Orders totaling under $20, add $1.00 for shipping. On orders $20 or more, we pay shipping. No CODs. Send cash or Money Order for immediate shipment. If you send check, allow 2 weeks for check to clear. Alabama residents add 4% sales tax. All Canada orders add $2.00.

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Use your Master Charge card. Be sure to give your card number, bank number, expiration date, and your signature.

NEW PRODUCTS

So you've been ordering stuff out of New Products – or just writing for info – and you haven't been mentioning DIRT BIKE. Do you realize how that makes us feel? Like homemade you-know-what. How do you expect all those companies to even know we exist? To know that only DB has a loyal readership? That we're in tune with what's happening? Oh never mind. But you better mention that you saw it here or we'll have Pete Dill draw you through Lake Erie with his Aquavarna.

SPECIAL APRIL OFFER

Now, available for the very first time and in the Southern California area exclusively, the Zeal Anderson Marital Agitation Service. Read on and you may realize that his service is a necessity and the "out" that you never before dreamed was available.

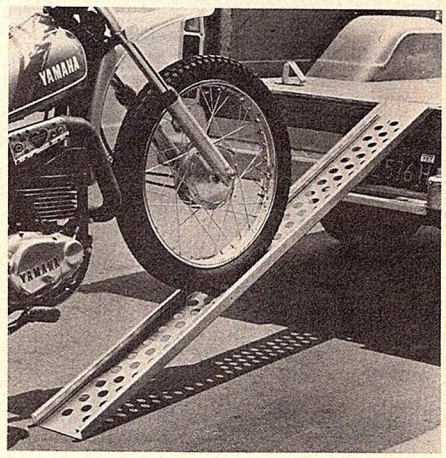
Here's the plan: You bring him home and introduce him to your wife or live-in lady as your old buddy from the war (WWII, Korean, Cold, Vietnam, Angola, whatever), and at the same time announce that he will be staying with you for an indefinite period of time. Then, it starts. His sly digs, gentle agitations and numerous bad habits will create enough friction between you and your little lady that she will surely be driven to the brink of insanity. He will create and side with you in every argument. In no time at all she'll be climbing the walls, begging you to let her leave.

Join his list of satisfied customers. Like Zeal says, "Der ain't no broad I can't drive buggy." His special qualifications which make him the ultimate choice for this occupation include a very abrasive personality that he can use in varying degrees (fine, medium and coarse grades) to suit the occasion. He has an enormous repertoire of positively filthy habits from which to draw upon. His moods cover an incredible range from only slightly irritating to outrageously disgusting. His collection of trophies and list of titles earned in fight-picking contests is devastating. He's more than mildly arrogant due to his constant exposure to the DB staff. He's small but he's wired. His wardrobe contains many strange hats (he's always wearing at least one), a matching set of very soulful sneakers, and a wide variety of plain, ordinary, white T-shirts. He has a total disregard for the preservation of all material possessions, including his own. He's Swedish and spells his name wrong. His hair's so long that he's been mistaken for many things. He sheds. More important than any of the above qualifications, he is presently unemployed.

Satisfaction guaranteed. Special engagements out of the So. Cal. area (northern California only) may possibly be arranged by the customary exchange of exorbitant amounts of money or other equally precious substances. Case interviews by appointment only. For help, contact: Zeal "The Zipper" Anderson, alias "The Performing Zeal," 6632½ Hayvenhurst, Dept. DB, Van Nuys, California 91406. Bigamists, quantity discounts are available. Be sure to tell the judge you saw it in DIRT BIKE.

STILL MORE CUSTOM STUFF

How about motocross' first personalized competition glove!! This is the same glove that you have seen advertised and in competition all year. But THIS year, YOUR name can be applied. This year YOU are the CHAMPION. These are the same 100-percent lambskin units that work better than any of the rest to prevent blisters and are still GUARANTEED for a period of three months against defects in material and workmanship. Wait till you see ours! Small, medium, large and extra large. White back and palm padding. Black protective padding and orange underside. Your name applied to knuckled area at extra cost. Get ahold of JT Racing Imports, Box A, Bonita, California 92002; (714) 479-9696.

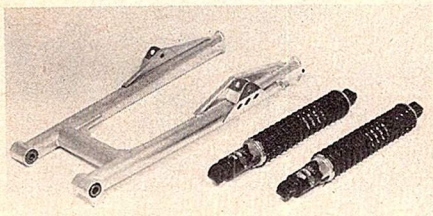


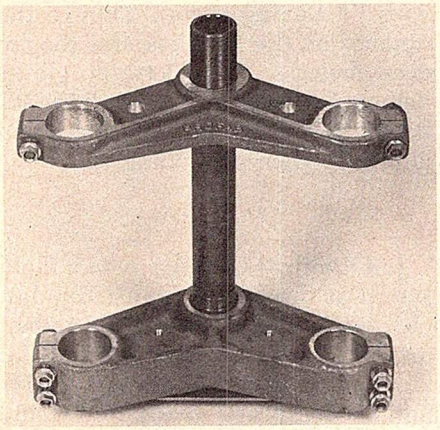
TESTED AND APPROVED BY US

If you are serious about getting loaded, and unloaded for that matter, there is only one ramp to buy. This is it. It's the Loadmaster Loading Ramp manufactured by Good Sell Products.

If you remember back to the December '73 issue, "Dirt Bike Gets Loaded," this is the same ramp that was listed as the Yamaha ramp. It was rated as a close second to the Webco ramp. Truth is, they were both made by Good Sell Products. For some reason the winner didn't sell as well as this one so they are no longer in production. The Loadmaster. Tested since December '73 by all of us. It's all you'll ever need. Contact one of the following distributors in your area if you can't

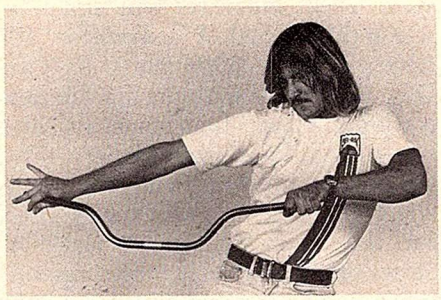
find one. E.S.I. Full House—Cornwell Heights, Pennsylvania; Malcolm Smith—Riverside, California; Wheelsport Distributing—Portland, Oregon; Fox Distributing—Arlington, Texas; Masek Sports—Mills, Wyoming.





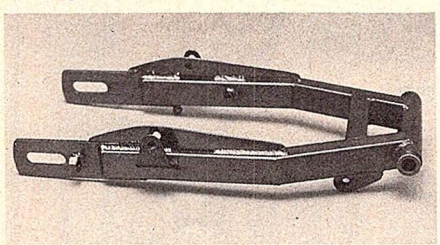
MALCOLM'S MOTORCYCLE MASTERY MAGNIFICENCE PART I

If you want to help your Husky hook up like it had oughta, there's no way that you can get around hanging one of Mighty Malcolm's trick chrome moly, sealed needle bearing swingarms off the back of your 'sicle. These are the same length as the Mag 250s, but with the shock mounting moved down to utilize the long travel 13-inch or 13½-inch shocks. They recommend gas Girlings for MX and Konis for anything else. Malcolm says you'll notice a big difference in handling. Complete with sealed needles, $89.95. He's selling the shortened alloy crowns (7mm) that you've seen on many of the team bikes for the same price as the swingarm. Slip a set of these on the front of your GP and it'll corner better, quicker, and will work great everywhere except in fast desert. Comes complete with stem. You wouldn't believe all the hot stuff Malcolm carries. Send for the 104-page Gold Medal Racing Products catalog, it's only 50 cents. Malcolm Smith Motorcycles, 1689 W. LaCadena Drive, Riverside, California 92501. Stop in, or call (714) 686-8014.



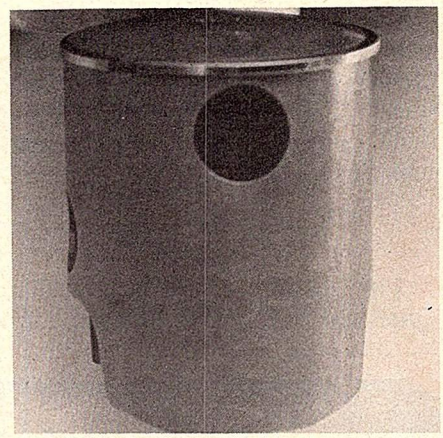
STRANGE NAME FOR BARS

These anodized natural silver, bright (bright?) black, gold, blue, red and green beauties are claimed to be 80-percent stronger and more flexible than the solid aluminum bar and almost three times stronger and more flexible than standard (standard?) chrome moly bars. The Barfly weighs 19 ounces or less, depending on the type of bar you require, as compared to 40 ounces for solid aluminum bars or 36 ounces for chrome moly numbers. Sound impressive? How about these numbers. They say that in laboratory testing, the Barfly absorbed 4800 inch-pounds of pressure before any permanent deformation occurred. It also says here that the solid aluminum bar, now on the market, deformed at 2650 inch-pounds and chrome moly at 1639, and the standard carbon steel bars tweaked at 721. What can we say? We haven't tried them yet. If you'd like to, check with your dealer or contact Genex Tool and Die, Inc., 1118 Meadowbrook Ave., Youngstown, Ohio 44512.



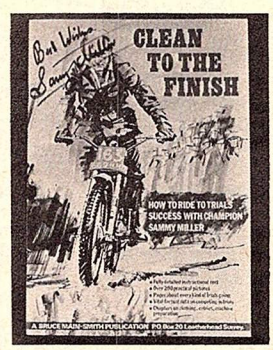
BAKER'S UNBOUNCER

Here's just the item you've been looking for to help mellow out the rear end of your CR/MT125 or MR175. This arm is designed to increase rear wheel travel and allows the use of 13½-inch forward mount-type shocks. It utilizes all stock components with no modifications necessary and comes complete with pre-reamed space-age bushings. Wheelbase can be adjusted up to one inch longer than stock. With S&W stroker shocks or gas Girlings, rear wheel travel measures up to seven inches. Rectangular tubing eliminates flex. Satisfaction guaranteed. $89.59 from Al Baker R&D, 15174 Raymer St., Van Nuys, California 91405; (213) 997-7055.



TOP SEKRET KRAUSE KOLBEN FOR MAICO

Akkording to Krause Kraftily, kreator of Krause Kompetition Kreature, if you've purchased your Maico quarter-liter since last January or if you've replaced your piston since then, chances are that your scoot has developed a mild case of the slows. Krause says it's because the Mahles (see photo) are about six ounces heavier. Just so happens that the Kraut is presently sitting atop a small mountain of the old (now hard to find) lightweight Kolbens. They'll surely help your bike get a good buzz on. Fire those letters off right away to Krause Competition Cycle, 305 E. North Ave., Northlake, Illinois 60164; (312) 344-2233.



DIRTY BUT CLEAN

Clean to the Finish is a new trials book by Sammy Miller concentrating primarily on riding techniques. Plenty of large photos (over 200) to illustrate the proper approach to mud, water, climbs, descents, rocks, turns, sand, logs, banks, ruts, roots and cambers. Large 8¼x11¾ format. Available for $7.50 plus 39 cents shipping from B&B Specialties, P.O. Box 9364, Marina Del Rey, California 90291.

BITS & PIECES

Continued from page 14

Blimpton grabbed his first cash-paying Expert win at Saddleback last November aboard an RM370. Some of the money went for a red and white Suzuki sticker, neatly placed right over the silver and black standby. The least he could have done was sprung for a custom sticker: CZUKI.

* * *

There are eight Two Day Qualifiers for ISDT selection this year. Team members will again be selected by an AMA committee. It's now officially called the U.S. Two Day Trial Championship Series. National class champions will be recognized. Points will be earned by the first 14 finishers, using the same 20-16-13-11 . . . 1 point system used for the Class C Grand National Series in '76. The best four rides will figure in the scoring. For more info write: Al Eames, Competition Development Manager, American Motorcycle Association, P.O. Box 141, Westerville, Ohio 43081. A schedule of the events and who to write for entries appears elsewhere in this issue in our 1976 Competition Calendar.

* * *

For five bucks you can personalize your JT Racing gloves. They're the updates on the Tibblins and they're even better. The pictured gloves belong to Chet who complains it's hard to read the upside-down lettering when he's riding.

* * *

Jeff Smith of Can-Am won a Gold Medal at the Isle of Man ISDT last October, riding for the Canadia.. team. He won his first Gold Medal 25 years earlier at the age of 16. Smith's scorecard reads four Gold and two Bronze in seven starts. He was also world motocross champion in 1964 and 1965, winning a career total of 29 Grand Prix events. He also won the Motocross des Nations four times, a record. And he won the Scottish Six Days (observed trials) in 1955, too.

* * *

Terry Kinzer of Pikeville, Kentucky, and James Clark of Laurelville, Ohio, won the Formula A and B Grand National Hillclimb Championships for 1975. Both riders posted six wins in the 17-event series. Kinzer, who won in '74 on a Triumph, rode a fuel-injected 750 Honda. It was the first time a Japanese machine has taken a hillclimbing title. Lou Gerencer of Elkhart, Indiana, finished just three points behind (202 to 199) Kinzer.

Clark won the smaller displacement B Class, topping Joe Nash of Coatesville, Pennsylvania, by 19 points.

* * *

Senior test rider Jim Connolly hung onto his District 37 Open MX Number One plate. DNFs in the final two 125 events dropped him

Continued on page 22

HURRY! SURPLUS LIQUIDATION
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TYRAN 125 MX
AT BELOW DEALER COST!
WHILE THEY LAST!
FAMOUS COM-PONENT PARTS!
• Sachs engine: air cooled, two stroke, single cylinder
• Bing carburetor
• Reynolds tubular 531 frame
• Dunlop 4-ply tires
• Girling rear shocks
• Ceriani front forks
• Timken tapered roller bearings fitted on alloy steering
SPECIFICATIONS:
Bore & Stroke: 54mm x 54mm
Displacement: 122cc
Compression Ratio: 12.1
Trans: 6 speeds (4.60 to 1.24)
Ground Clearance: 8.5 inches
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187 lbs.
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Retail $1043.00
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Your dream come true! Full-size 1975 model bikes. Factory fresh in crates; ½ hour setup. Ready to race at 190 lbs. Use as trail bike or motocrosser. Precision crafted in England for high performance. Extra long wheelbase. Lightweight tubular frame by award-winning Wassal. Has lighting coil. Very limited quantity so don't delay. Order TODAY!
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Double elastic band around entire wrist for snug fit. Glove stays on, dirt stays out.
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Fit, durability and protection never felt this good before!

Just slip your hand into any of these new Bates gloves. Soft, supple...exactly the right feel...like they're already broken in. That's because the leather has been specially glove-tanned for stretchability. To keep the stretch in, the glove is 'bench cut' by hand...almost a lost art in these days of mass production.

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Traditional styling with comfort that must be experienced to be believed. Choice leather stretches to match every hand movement like a second skin. Choose lined or unlined.

HOLE SHOT

by Paul H. Parlari

THE CONSTITUTION OF THE UNITED STATES OF AMERICA

Item I:

AMENDMENT XVIII
(Adopted Jan. 29, 1919)

Section 1. After one year from the ratification of this article the manufacture, sale, or transportation of intoxicating liquors within, the importation thereof into, or the exportation thereof from the United States and all territory subject to the jurisdiction thereof for beverage purposes is hereby prohibited.

Section 2. The Congress and the several States shall have concurrent power to enforce this article by appropriate legislation.

Item II:

AMENDMENT XXI
(Adopted Dec. 5, 1933)

Section 1. The eighteenth article of amendment to the Constitution of the United States is hereby repealed.

Item III:

PROHIBITION

Dark days in American history.

For nearly 13 years, between 1920 and 1933, the American people, *free* people, were denied, by Constitutional Amendment, the private, personal choice as to whether or not they wanted to give themselves hangovers! Absurd!

Then, on December 5, 1933, Government gave in and said, "OK, fellows. Drown yourselves!"

Repeal! But, wait a minute! Repeal *only* at the Federal level. State and local restrictions were unaffected and, to this day, remain in force. Those of us who travel about can testify to the strange fact that there are still states, counties and cities where you can visit the clink for taking a drink!

* * *

Wondering what this has to do with the high-zoot sport of dirt bikin'? Read on.

We all know what parallels are. And if we open our eyes and LOOK, we can all certainly see a parallel looming right over our fork crowns. PROHIBITION! As evil, as unconstitutional as the Eighteenth Amendment. This one won't cure our hangovers, but it sure as hell is gonna leave a lot of scoots gathering dust in dark garages. To me, that's a bunch worse than drying up my beer supply!

I doubt that we will ever see the time when the Feds will step in and close public lands to us bikers, but the time of state, county and city prohibition is upon us! Now!

Carrie Nation swung an ax at bartenders, bottles and bartops. People like L. H. Silvers swing a mean telephone dial. The Women's Christian Temperance Union gathered support and money from teetotalers, campaigned strongly against freedom of choice, and won for us the Eighteenth Amendment.

Money and support equaled victory. The WCTU made our distant relatives criminals for tippin' a toddy! They brought about a national bloodbath and created the Al Capones and Dutch Schultzes of our recent, continuing history. Today, we have the Sierra Club — ultra-political, ultra-rich hypocrites who don't know wheelie from walnut, but who have the money and the power to make it so that we sit around crackin' walnuts instead of throttles!

In 1919, the Drinking Class were too busy bendin' elbows and shining the seats of barstools with their asses to pay heed to what was happening. In 1975, we, the ORV Class, are gonna be caught with our polished asses showing if we don't stand up and fight for our freedom of choice!

The land is ours too! We have the right to use it for our choice of recreation. Using the public lands does not imply *abusing* them. Or destroying them. We have as much love and respect for the natural wonder and beauty of our land as do the Sunday hikers and climbers and rocking chair conservationists. None of us denies the responsibility we have to insure that our activities do not destroy. We have no desire to permanently mar the deserts and mountains.

Under the democratic system, sensible achievements and decisions are reached only through intelligent, responsible dialogue. Dialogue implies at least two sides, usually For and Against, who, after long and rough argument, reach mutually satisfying agreements through the mode of compromise. Judging from recent cancellations of desert events and pressures applied to other off-road activities, it seems that we have a Monologue going. In favor of the Againsts!

Those who choose to put us down as Rapists of the Land or whatever have the upper hand right now. Ask the Huntington Beach MC or the San Gabriel Valley MC. They'll tell you where the organization is, where the money and power are. Ask them who the Sierra Club Legal Defense Fund is. You'll get an answer, I'll bet, that'll put your eyebrows up against your duckbill!

What about us? Surely from amongst our devoted fold we can glean a brace of Legal Beagles who can volunteer legal advice, help organize our own Counter Legal Defense Fund. Surely we can scatter the moths from the recesses of our pockets and gild the till for the Fund. How about a Fund Raising MX, GP, Hare and Hound? Why not all three? If we don't get off our pots, we gonna be holdin' *wakes* for these events.

We are all quick to draw on the ever-ready excuse, "I don't have time to volunteer." But we had better *find* some time. Or else start making plans to trade our Dirt Sleds in for Street Dreams.

GAS
FOR '76
The Ultimate Suspension

For the ultimate riding control available anywhere for any condition, Mulholland's LTG/GP is the answer. A combination so terrific it defies description. A long travel gas shock with a gaspring designed to conquer the rigors of G.P. and cantilever suspensions.

The LTG shock features self-lubricating top and bottom bushings, extra large oil capacity reservoir, aluminum cooling fins, six-stage progressive valving, 1/2" diameter piston rod, up to 4½ inches of travel, a Geretron gas bladder and is rebuildable.

The GASPRING controls the action through truly progressive compression and rebound action which compensates automatically to the forces of speed and impact. The GASPRING performance eliminates bottoming, adjusts instantly to solve pre-loading problems, allows optimum tracking control and is also rebuildable. This space age combination, along with the exclusive long travel Mulholland MX fork will give you the perfect off-road suspension.

interpart

For information on Interpart's complete line of motorcycle products, send $2.00 to Dept. DB-2

230 West Rosecrans, Gardena, California 90248

BITS & PIECES

Continued from page 18

into a point tie for first. The best - finish - in - the - last - race tie breaker rule took away his top spot ranking. So now Chet is only one Number One plate behind Jim.

* * *

The North American Trials Council came up with a couple of changes for the 1976 National Observed Trials Series. Retained was a nine-event series, best five rides, local Amateur Support class and the home event sit-out.

Helmets will be required in '76. Scoring was changed. FIM points to the first ten finishers. Eleventh gets .9, 12th .8, down to .1 for 19th, .09 for 20th, .01 for 28th, .009 for 29th etc., so that all finishers may be ranked.

The international round was given to Washington on July 25. For an info booklet including entry forms write the AMA, Competition Development, P.O. Box 141, Westerville, Ohio 43081. All entries must be submitted at least three weeks prior to the event. The schedule:

May 22	Colorado
May 29	Texas
May 31	Missouri
October 17	Northern California
October 23	Los Angeles
October 24	San Diego
November 6	Rhode Island
November 7	Pennsylvania
November 13	Michigan

* * *

This is Hobie Alter, Jr., photo'd at the Bad Rock Two Day Qualifier last May. Hobie Bronzed. Does the name sound familiar? Hobie surfboards, catamarans, radio-controlled Hawk gliders, all creations of his dad, Hobie, Sr., who's also been known to throw a leg over a bike.

* * *

"A lot of people my age are dead at the present time." Casey Stengel said that about 12 years ago. Here are some more comments the late New York Yankees manager might have offered about the CCM600 and the TT500 tested last month.

"It's amazing. I remember Alan Clews when he first started building bikes and he didn't have a dime to rub together and I kept telling him there are no ditches around the ballpark, just keep your eye on the ball and there would come a time in his life and there has."

"The British are very consistent. They were just as calm about my last arrival as they were back in 1924. They showed extreme restraint on both occasions and I'm glad to agree

Continued on page 87

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No purchases are necessary to win. Entries must be postmarked by April 30, 1976. Drawing will be held on May 14, 1976. Mail entries to:
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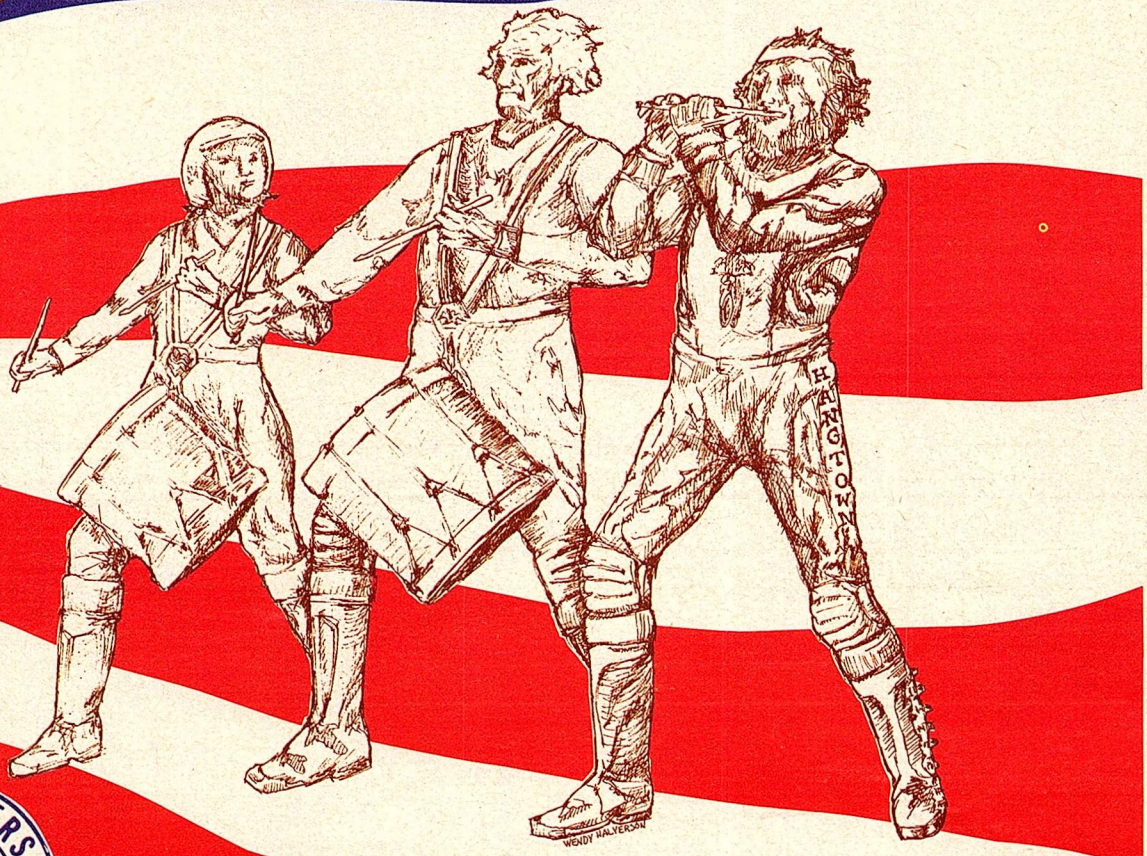
HANGTOWN '76
8th ANNUAL MX



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The Harley-Davidson SX-250. The rear wheel puts it at the front of its class.

Just take a look at one part of the SX-250—the rear wheel.

It's different. Vastly superior. Because it features an International Six Days Trial rear hub for fast and easy wheel change. Imperative in racing and rallies. No other bike in this price class has it. You'd have to pay hundreds of dollars more for a European import racing bike to match it.

Look again. There's a snail cam adjustment at each end of the hub to assure simple and accurate chain tensioning. And, it provides for precision rear wheel alignment, too.

More. The rear tire lug. Keeps wheel and tire together better than any other system yet devised for dirt riding.

Naturally, the SX-250 has 5-way adjustable rear shocks to meet load and road conditions.

Now consider features that aren't easy to see. CDI sure-start ignition. Primary start.

An exclusive oil-in-the-frame reservoir as well as an exclusive chrome bore aluminum cylinder engine for long life.

It's easy to see why the Harley-Davidson SX-250 ran away with the overall motorcycle championship in the 1975 Baja—and grudgingly accepted second to a 4-wheel drive car in the total standings.

The SX-250 is one helluva motorcycle. And can mean the difference between excitement and boredom in your life.

See it, and all the Harley-Davidson motorcycles from 125cc through the legendary superbikes at your AMF Harley-Davidson Dealer.

He's got still other ways to show you how to beat the others when it counts.

AMF
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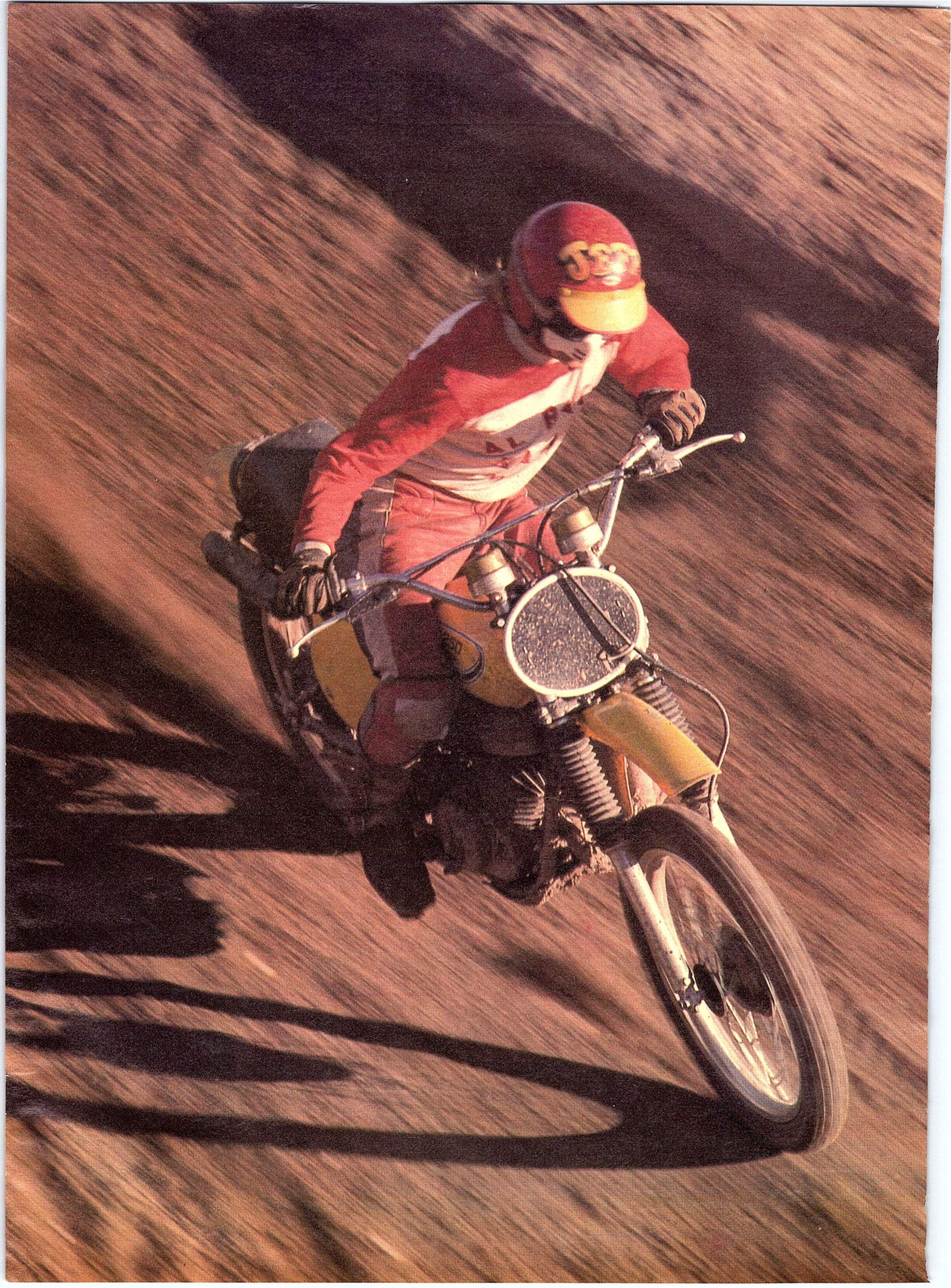
The Great American Freedom Machines.®

Harley-Davidson believes in safety first. Before you start out, light your lights, put on your helmet and watch out for the other guy.



FIRST TEST!

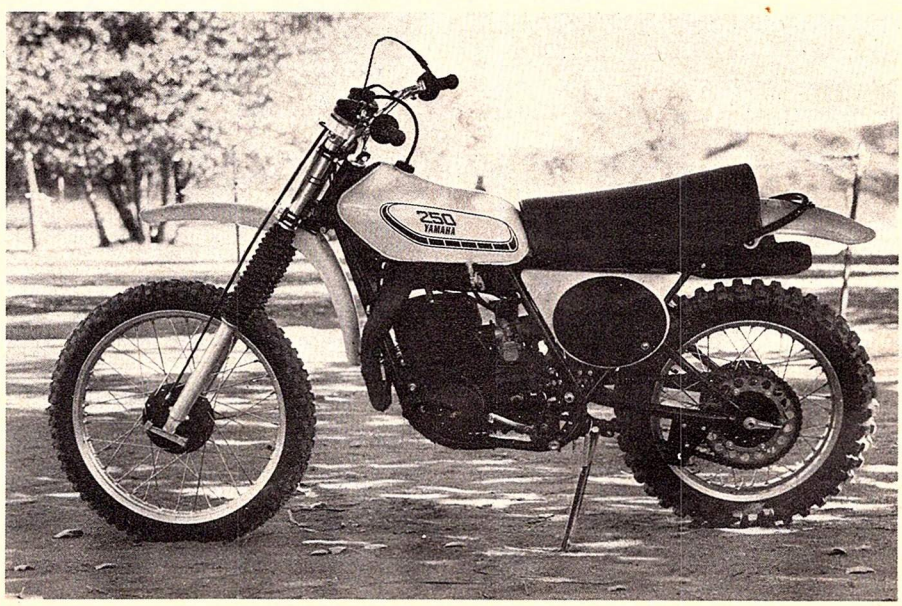
The MX becomes the YZ and gets fat in the meantime

YAMAHA 250 AIR FORKER

Last year we learned that the Yamaha MX250B was YZ parts and a DT engine combined into a "Monocross for the masses." Now Yamaha has presented you with a new YZ that turns out to be a modified and updated MX. It has gained some weight too, but it has some very important new features in the suspension department. After a close inspection, it turns out that the '76 YZ is actually an MX with improvements. Since we tested the 1975 MX250B in our Oct. '75 issue, we will only go into detail on the changes and see what they have done for the bike. Since that time, another important event has taken place: the introduction of the Suzuki RM250. It puts the YZ in a slightly different kind of light, particularly since we named the RM the best 250 to date. We considered the YZ a strong challenge and we brought them both out together on a couple of occasions for comparison.

The '76 YZ has the same engine and frame as the '75 MX, but a newer and lighter swingarm is used, made out of round tubing rather than the square stuff used previously. The monoshock itself has a piston rod that's been lengthened to increase the rear wheel travel by about 20mm, the nitrogen chamber is larger, and the spring now carries no preload (in order to get rid of that solid feeling during the first part of the travel). So much for the rear suspension; it's up front where the real news lies.

There're completely new dual chamber air forks up front with almost exactly 200mm of travel. And you better believe that this is real news, since it's the first time in history that Yamaha has had a set of forks that are competitive with the best on the market. In the performance department, the actual engine has been left basically stock, but a new and heavier muffler has added some at the top of the rpm band, and of course quieted it down considerably. It now has a pleasant tone compared to last year's high-



by the staff of DIRT BIKE

pitched noise, and it's anchored to the frame with two rubber blocks instead of one. A number of cotter pins throughout the bike have been replaced by roll pins and there is a new seat mounting bracket riveted to the seat to give it some extra support.

After having tested a couple of bikes that needed constant attention to the spokes, we really appreciated the top-notch Yamaha hubs and D.I.Ds best-quality rims. After a few twisting sessions, the nipples settled down and left nothing to be desired. They have to be some of the best wheels going.

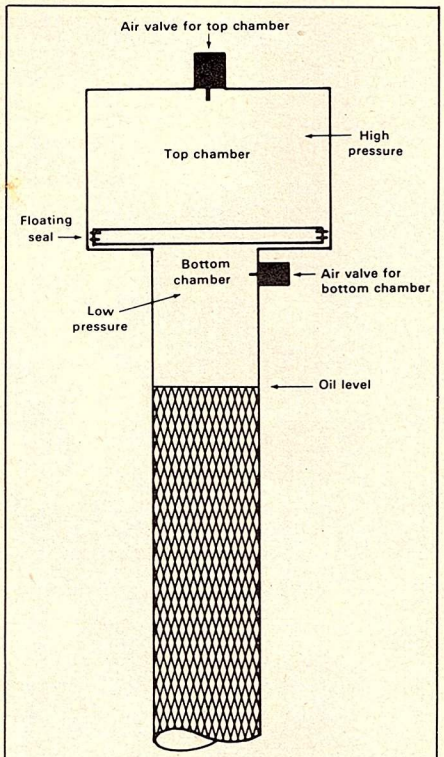
As far as we can remember, this is also the first production bike that uses a chain tensioner, as well as a regular chain guide. We had absolutely no problem with ours, and even if it robs a tiny bit of horsepower, it's nice to know that the chain always has the proper tension and isn't flopping around.

To make the bike a little less sensitive to water, a baffle has been added to the air cleaners to protect them from rear wheel spray.

But let's return to the forks and spend some time with them, since they are the only really new part on the bike.

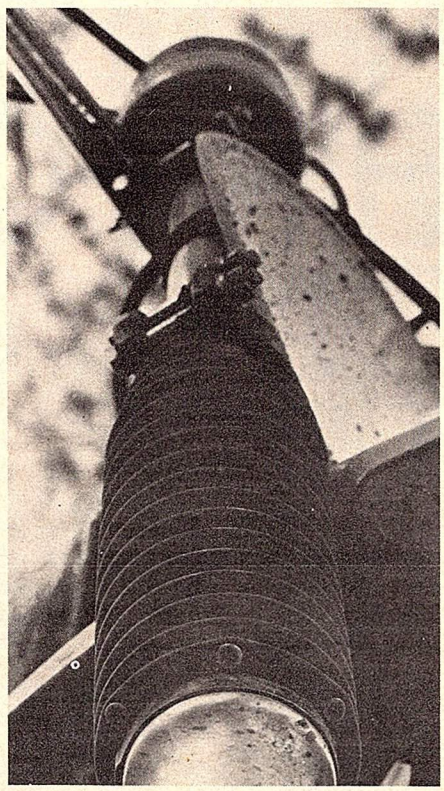
In order to make the forks react on both large and small bumps, Kayaba thought it necessary to use first a weak spring, and when that travel is used up, a heavier spring to take care of the big stuff so it won't bottom. This is much like the dual springs currently used on rear shocks, except in this case two air chambers are stacked on top of each other to do the job and they can be individually inflated to adjust for the right progressivity. And, by using varying amounts of oil, the part of the travel controlled by each chamber can be adjusted, and by changing oil viscosity, different kinds of dampening can be had. And . . . And . . . The combinations are endless.

That can also very easily be the downfall of it. Too many choices and most people will get confused. In this case there are four decisions that have to be made: top chamber pressure, bottom chamber pressure, oil quantity, and oil viscosity. And then when you have decided, there's a lot of work just to maintain the settings from week to week. You'll have to get a good-quality air gauge, a special pump or air tank, and learn how to use them. In other words, a complicated machine has gotten even more complicated.



Yamaha-Kayaba front fork principle

On the other hand, we had no problems with our forks leaking, so after an initial break-in period we suspect that the settings can be left alone, much like the rear end. It is not necessary to use nitrogen in the front forks, but it wouldn't hurt, because air tends to foam the oil a little quicker than nitro and the oil should be changed more frequently to maintain stability. After quite some fiddling, we decided that the forks were not returning quickly enough because it was harsh on the small stuff and started packing when hitting something many times in a row. Lighter oil was necessary to make them return quicker, and a smaller first chamber was also needed to make them come up on the second chamber a little sooner. The best way to measure the oil level is to pour it in, and then stick your basic ruler down into the fork tube to see where the oil level is. We ended up with a level 155mm from the top of the fork tubes (with the air chambers removed, of course) using five-weight oil, and on top of that (literally) 26 pounds in the lower chamber and 56 in the top. Adjusting the pressure is difficult. We'd like to see an air valve that could be closed with a tool, while the gauge is in place. It was quite an improvement over the settings that we had used in the beginning of the testing. We also found ourselves wanting more pressure in the rear end as the testing went on.


That's got to be a pair of $25 fork boots; very well done.

As we got used to the bike and got it both broken and tuned in, the faster we could go and the more pressure we needed. When we finally had arrived at the settings we liked, we thought we had a very competitive suspension. Compared to last year's bike, the rear end has improved in two ways. First, you will notice right away that the stiff feeling the suspension had before when sitting and bouncing on the bike in the shop is gone, and it's very plush and smooth. The rear end is now excellent for an occasional trail ride as well as for regular racing. And secondly, the extra travel lets you hit a little bit bigger stuff before you bottom out. Just make sure that the rear is set so that you normally never bottom it, for when you do it takes a giant leap on the front wheel, usually sideways, and that's enough to frighten even Rocket Rex.

While we were setting the bike up, Gunnar was doing some rear end testing with different pressures, and when trying to overtake another rider on a straight, he hit a pretty big one, passed the guy while doing a perfect handstand sideways in the air, managed to save it, and got

down just in time for the turn. Both riders went through the turn in first, looking at each other with big eyes. Back to the pits for more pressure. We finally arrived at 285 pounds as a setting that everybody could live with, but for rougher tracks and particularly heavier riders, more pressure will be needed.

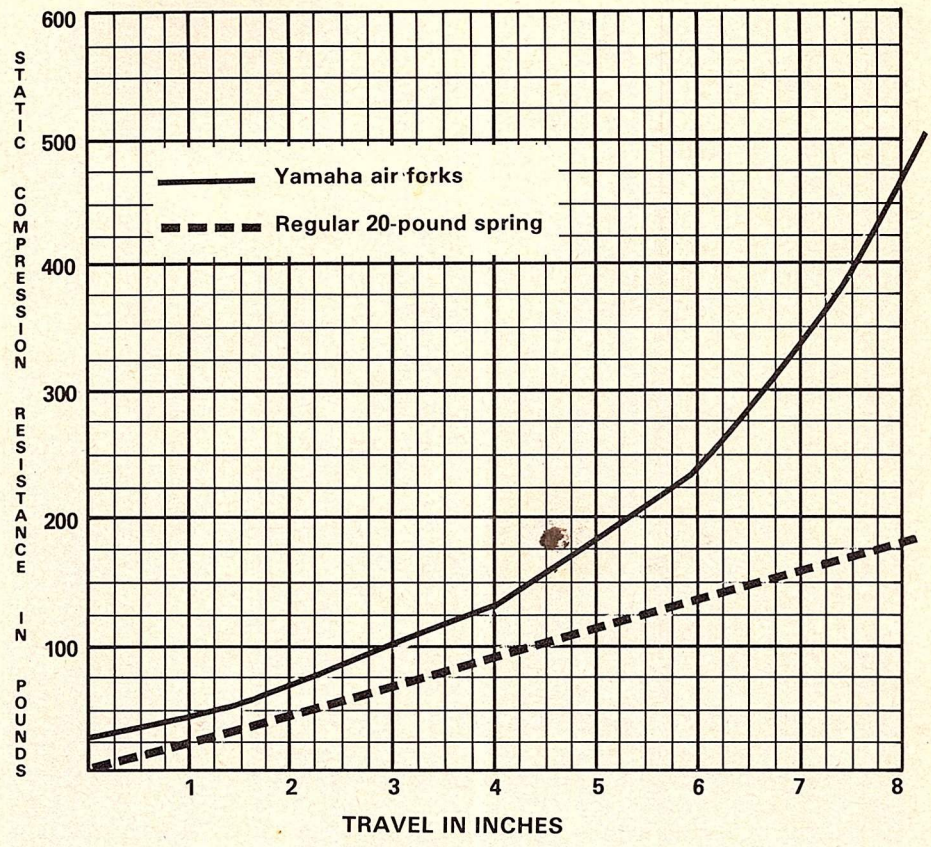
WHAT IT'S LIKE TO RIDE IT

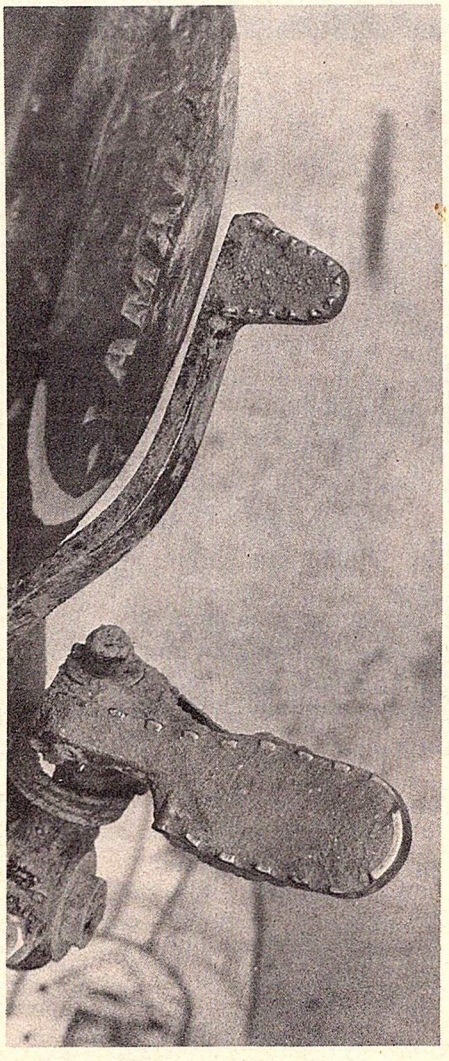
When we first started riding the YZ, we were not impressed. It was a bad day. The rear end was too soft, the forks harsh, the shifting stiff, the engine performance poor, Chet had a sore elbow, Gunnar a bruised foot, and George had overslept (as usual). But after a change of: 1) pressures in all five chambers (four up front and one in the rear); 2) a leaking float valve (plus some general carb tuning); 3) a shift lever; and 4) time of the day, things started to look a lot brighter. The more time we put on the engine the stronger it got; the gearbox loosened up and the longer shift lever did wonders for the shifting; and we finally got the suspension working really well. It was time to get down to business.

Our final testing sessions were held at the Dunes and everybody was there eager to ride (George showed up later but still got to ride). Naturally the big difference compared to the MX is the suspension — especially the front. It now has exactly what it was missing before (namely, the ability to soak up big stuff and still remain soft for the small ripples). There is also a noticeable difference in the way the front end sticks to the ground in the turns, even with the Japanese Dunlops, which are not so hot for hard surface tracks.

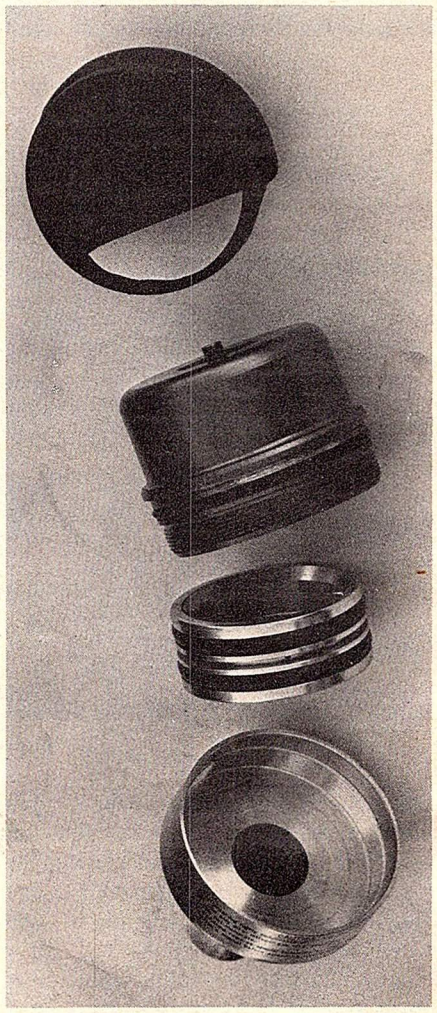
We've already told you about the rear. It absorbs excellently and is very stable. Power slides out of turns over the whoopdies are easily done without any twitching. The steering is also improved a bit because the rear end is higher to allow for more travel, and that lessens the rake. (We measured a little more than one degree difference.)

And still, turning is where you will first notice the only big handicap this bike has: the weight. It is actually 8.5 kg heavier than the MX was last year. We didn't believe it at first, so we had to take it to a second scale, but it's there. The muffler and the forks account for the

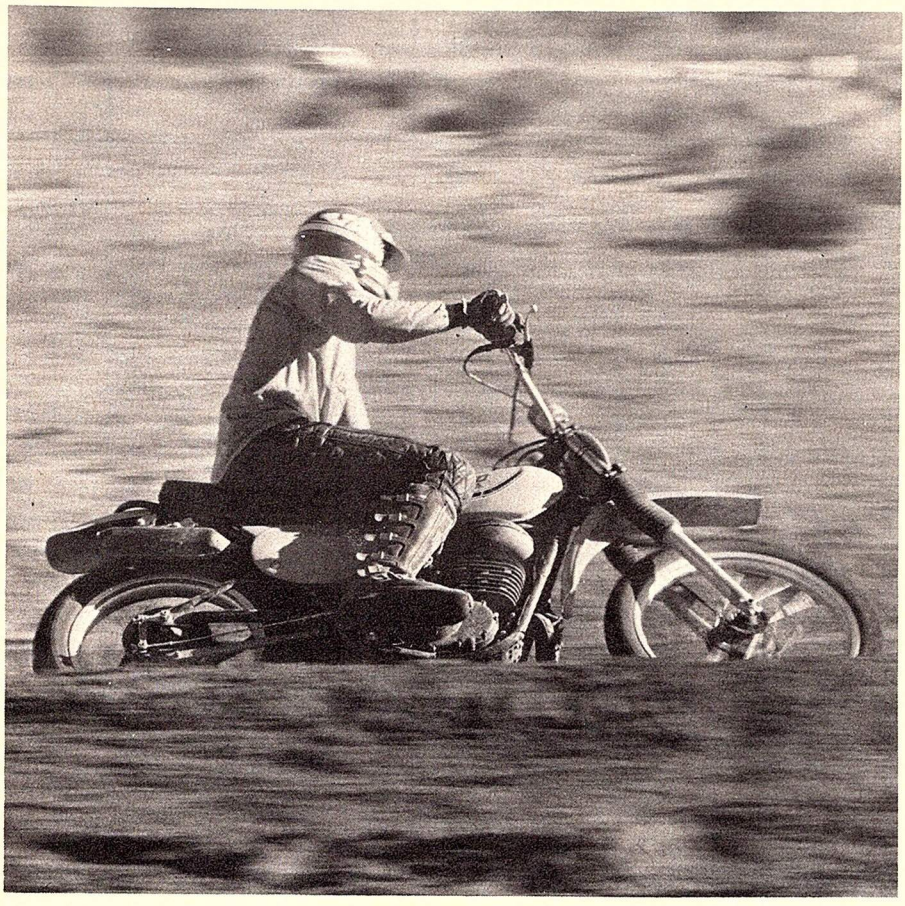


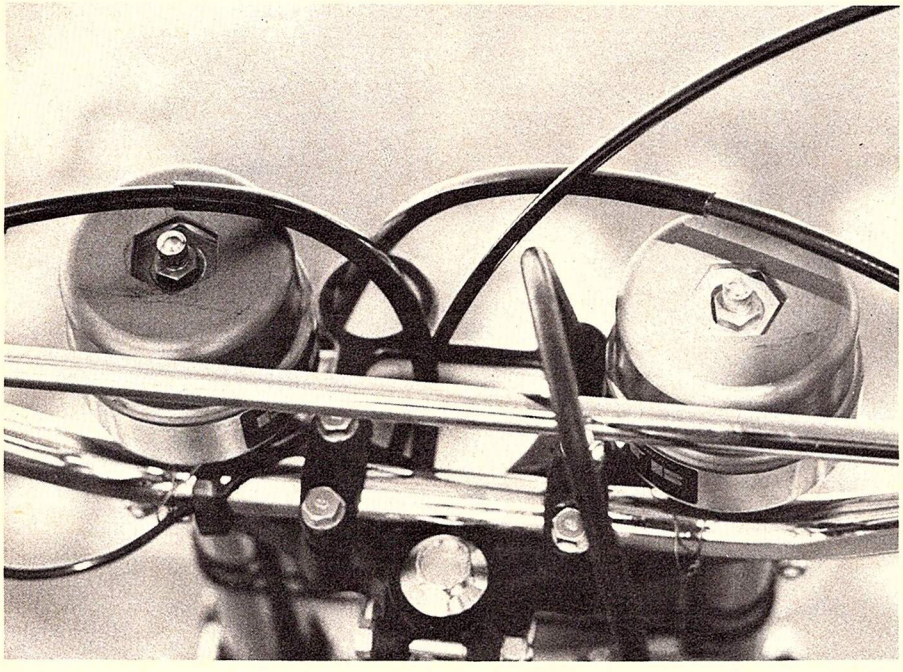


Muck collecting is still a problem.



This is all there is to it; base, floating piston, top chamber and rubber protector.





It's what's up front that counts.

majority of the extra weight. The muffler weighs 1.2 kg and just the extra oil in the forks (it holds 425cc in each leg) weighs over half a kilo extra. The air bottles weigh 3.1 kg. All this weight makes the bike quite clumsy at the end of a moto and compared to the competition it gets to be quite embarrassing: Husky 250—96.5; Ossa 250 (next month's test bike) — 95.5 kg; Suzuki RM250—98.9 kg; all weighed on the scale, same conditions.

The weight makes it a slow handler on twisty sections and it can't be flung around the corners like some of the competition. Despite the weight, it handles better and rides nicer than any of its predecessors. But think of how absolutely dynamite it could have been if it weighed some nine to ten kilograms less. Still, the way it is now, it's a dynamite bike that's as fast as anything we've come across, and if you don't hit the roughest parts of the track, the weight won't bother you.

Even if the travel in the rear is some 35mm shorter than the RM, travel isn't everything, and the YZ is very close to the RM in the rear suspension performance. The YZ also has more maximum horses than the RM, but the RM's powerband has smoother pickup and more flywheel feel to it, which keeps it straighter under acceleration. The Suzuki also turns quicker — and easier, and it weighs less. We judged the front forks to be about equal, or at least neither of them were significantly better than the other. But there might still be some possibilities lurking inside those dual air chambers that we haven't tried.

Some of our test riders who disliked Yammies in the past are now hot for the new YZ, and it's the front suspension that makes the difference. It steers, sticks, absorbs and returns better than ever up front, and that made all the difference in the world to the whole bike.

In case you don't have the October '75 DIRT BIKE lying around, we will mention some of the facts from that test. Everything we said then is still accurate and valid, so we will repeat very briefly.

There are air cleaners on each side of the bike which you need three hands to service.

Expect a few trips to your dealer to have the rear shock pressure adjusted before it's right for you and your riding style.

The front brake cable didn't want to slide through the guides, but bent and formed all kinds of loops here and there. Make sure, by bending the middle guide, that the cable runs in a straight line between the fork leg and the top guide.

The rear brake is quite sensitive, but is easy to get used to; there's no more killing the engine like with the old YZs.

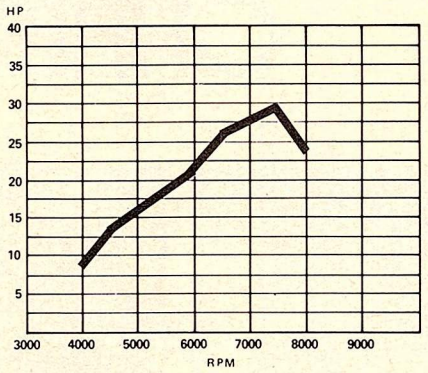
The stock shift lever is too short, and you will have to buy one from a TT500 and reshape it a little.

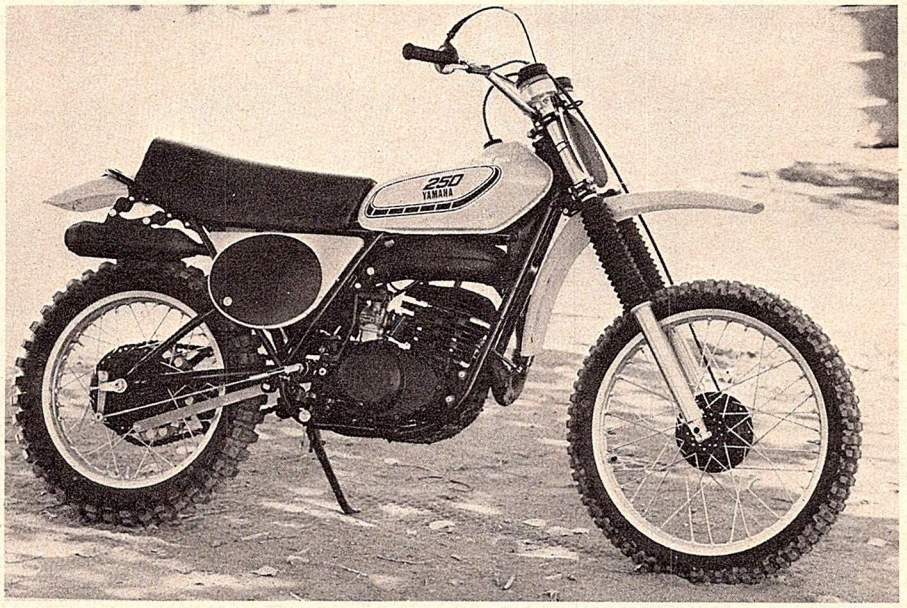
The carb choke still uses the pull-twist little pin. Ah, come on now Yamaha, you know better than that.

Still the same easy-to-bend brake

YAMAHA YZ250C

Price (retail approx.) $1212
Engine Type:
Two-stroke single, reed valve
Displacement 246cc
Bore & Stroke ..... 70mm x 64mm
Compression Ratio ..... 7.54:1 actual
Carburetion:
Mikuni 38mm model VM38SS
Jetting:
Main #390, needle jet Q-0,
needle 6F-16 position #2,
pilot #60, slide cut #3
Clutch ..... Wet multi-plate
HP at RPM:
29.0 (corrected) at rear wheel on
Will Pfitzenmeir's dyno at 7500 rpm
Primary Drive:
Straight cut gear,
ratio 73:27 = 2.703
Transmission Ratios:
1) 1.833:1
2) 1.409:1
3) 1.166:1
4) 1.00:1
5) 0.857:1
Final Drive:
D.I.D. chain
13-tooth countershaft
50-tooth rear sprocket
3.846 ratio
Air Filtration ..... Two fuzzy foam
Electrical System:
Hitachi CD pointless ignition
(inner rotor)
Starting ..... Primary kickstart
Lubrication ..... Pre-mix 20:1
Recommended Fuel ..... Premium
Recommended Oil ..... Yamalube
Fuel Capacity ..... Eight liters
Frame ..... Double cradle, monoshock
Suspension:
Front:
Kayaba telescopic, dual air chamber
fork with 204mm maximum travel
Rear:
Yamaha's own monoshock with
184mm measured rear wheel travel
Wheels & Spokes:
D.I.D shoulderless rims
Tires:
Front ..... 3.00x21 Dunlop
Rear ..... 4.60x18 Dunlop
Dimensions:
Wheelbase .. 143.0 + 2.5cm (56.4 inches)
Swingarm length:
45.0 + 2.5cm (19.5 inches)
Ground clearance .. 25.5cm (10.0 inches)
Bars, width ..... 90.5cm (35.6 inches)
Bars, height ..... 113.5cm (44.5 inches)
Pegs, width ..... 45.0cm (17.7 inches)
Pegs, height ..... 33.0cm (13.0 inches)
Seat height ..... 91.0cm (35.9 inches)
Fork angle:
31.5 degrees claimed,
31.0 degrees measured
Weight:
102kg claimed; 106kg (234 pounds)
actual with oil but no gas; 44.4 percent
on front wheel, 55.6 percent on rear
wheel
Brakes:
Front ..... Cable-operated 130mm
Rear ..... Rod-operated 160mm
Instruments ..... None
Lights ..... None
Silencer ... Yes, very quiet for motocross
Spark Arrestor ..... No
Primary Kick ..... Yes
Warranty ..... None
Parts Prices:
Piston assembly $18.62
Rings (one) $5.30
Shift lever $6.86
Brake pedal $7.74
Clutch lever $3.50
Clutch plates (6) ..... $3.18 + $3.50





pedal.

Black contact paper on the number plates is really cheap stuff; it comes off in the first wash, and leaves a white front and yellow sides. The front is still poor-quality plastic while the rest of the plastic is good. The front fender is too short and needs that Yamaha extension piece right from the start. Get one with your new bike.

Even with the help of Dri-Slide and oil, the throttle is still hard to turn.

Keep the hinge of the kickstart lever lubed, or it will lock at a very inconvenient time.

The gas hole is still too small and located in the middle, despite the fact that both the YZ125 and the TT500 have it on the side so that you can look down in there and see what's left.

You'll still need to file larger vent holes in the footpegs to drain the mud.

The air chambers on the forks come with a rubber beret (black) that falls off, and gets lost rather quickly.

FINAL FACTS ABOUT THE AIR FORKS

The forks are completely new from bottom to top. With that much travel, the overlap is only 98mm. In order to minimize bind during the first part of the travel, the forged sliders are extra-thick under the seals for about 40mm, but you can't see it because that part is covered by the boot. Seals are held in with a circlip of course. The damping valves are now permanently located in the steel fork leg, no circlip anymore.

WHY WHY ZEE

This is the best Yamaha motocrosser ever. It's complicated, but it performs. If it weren't for the extra weight, it would compete with the RM for the Current Best Bike Award. As it is now, it gets beat by an inch here and a centimeter there and a number of kilos in general. Given the right track, all that will disappear and the YZ will use its extra horsepower to pull away from the competition. The new forks are a welcome and necessary addition that —even if they take some skill to tune and adjust—will be loved instantly by collectors of trick stuff. And they are so trick that most people will say: "Wow, look at those forks. Now that's tachy, . . . and speedy." ✪

ONE DAB DOES IT

Martin Lampkin regains his title

1975 OBSERVED TRIALS WORLD CHAMPIONSHIP

by Len Weed

Martin Lampkin

Gary Van Voorhies photos

Yrjo Vesterinen

If it had been any closer they would have had to get married. As it was, a single dab on Czechoslovakian soil permitted Martin Lampkin to regain his top of the world pack standing. The win gave Bultaco its third straight title.

Defending champion Rathmell, who switched to Montesa and their 348 prototype for '75, had piled up an impressive 19-point lead after his victory in Rhode Island. With just five rounds to go his 97 FIM points looked like a sure shoe-in. Lampkin stood at 78 and Yrjo Vesterinen was three points behind his Bultaco teammate. Then Vesterinen mounted a stretch drive that yielded three wins in the next four rounds to take the lead.

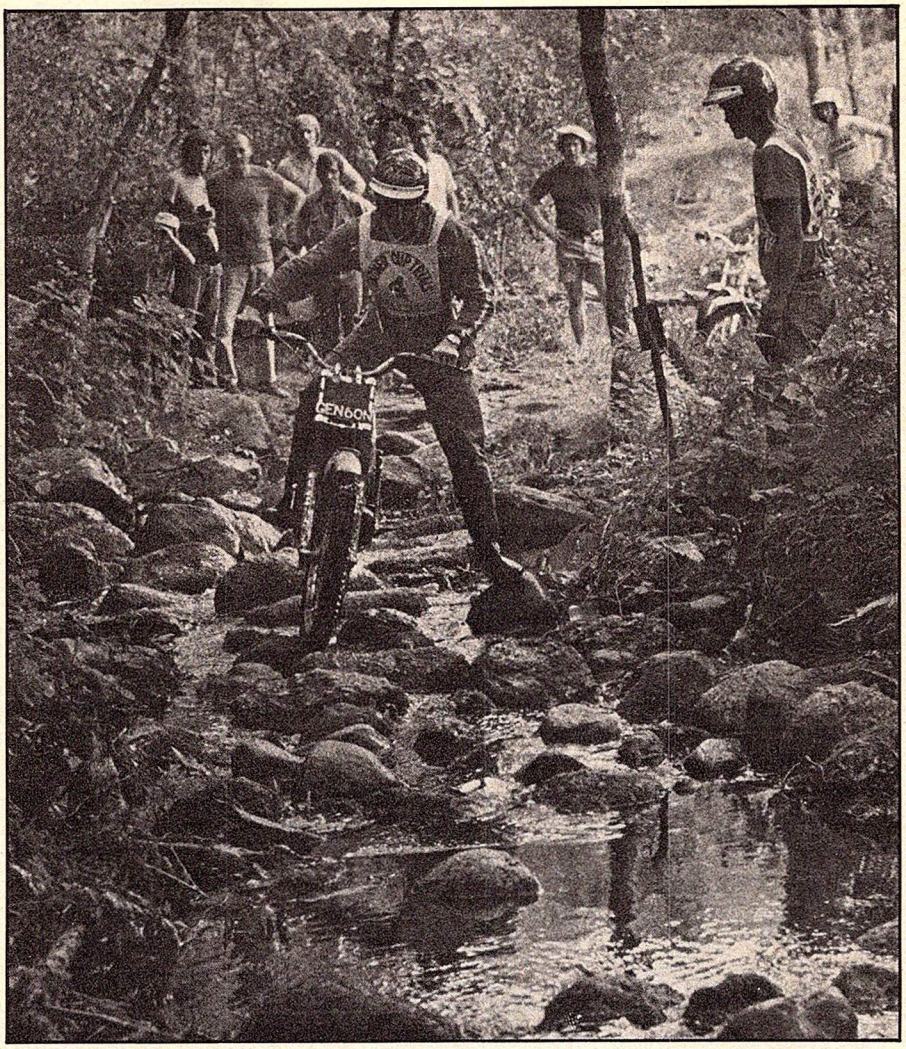
Going into the final round the Finn's points totaled 100 to 99 for both Rathmell and the youngest of the Lampkins. Mick Andrews won the final event, but the real battle was for second place and the 12 FIM points. Vesterinen was leading going into the final loop, but dropped the lead. Rathmell and Lampkin tied for second, with Vesterinen one mark behind. Lampkin, with more cleans, was awarded second and 12 FIM points. This allowed him to throw out an earlier ten-point third and up his 99 points to 101. Rathmell's third and Vesterinen's fourth didn't improve their best eight of 14 rides point tally.

Just one additional dab by Lampkin and the Finnish rider could have been the first continental to take the European (world) title since good ol' Gustave Franke Zundapped to glory for Bavaria some nine years earlier. That one additional Lampkin dab would have created a championship tie with Rathmell at 101 FIM points (and a totaling of cleans for the series to pick the winner) unless Vesterinen had more Czech cleans than Lampkin. That would have given the Finn third place, 102 FIM points and the title.

Vesterinen, with four wins, topped both Lampkin and Rathmell, who had three apiece. Both Vesterinen and Rathmell outscored Lampkin in total FIM points, counting all rides. Rathmell was the only rider to score points in all 14 events. Mick Andrews, who earlier in the year won his fifth Scottish Six Days in the past six years, and Dave Thorpe won two events.

Rathmell did retain the British championship, clinching it a couple of weeks after the Czech event. That title is considered, by many of the English anyway, even more prestigious than the world laurels. It figured to be a consolation prize of sorts for Montesa, who had hoped to grab world honors for the first time since 1969 when Don Smith won the championship for them.

1975 was the first year that the championship series was officially recognized as a world championship. Lampkin's win maintained English champion continuity. Six Britishers landed in the top ten. Rathmell's two Swedish teammates, Ulf Karlson and Benny Sellman, gave Scandinavia three placings in the top ten. Bultaco scored nine wins on the series. Montesa had three and Yamaha two.



Edward A. Stevenson photo

Malcolm Rathmell

			Feb. 15, Ireland	Feb. 23, Belgium	Mar. 2, Spain	Mar. 15, Great Britain	April 13, France	May 25, Poland	June 15, Italy	July 13, Canada	July 20, U.S.A.	Aug. 24, Finland	Aug. 31, Sweden	Sept. 7, Switzerland	Oct. 5, Germany	Oct. 12, Czech	
1)	Martin Lampkin (G.B.)	BUL	10	10	15	8	0	3	15	12	5	12	15	4	10	12	101
2)	Yrjo Vesterinen (Finland)	BUL	6	6	12	0	8	8	8	15	12	15	8	15	15	8	100
3)	Malcolm Rathmell (G.B.)	MON	3	15	10	12	12	15	10	8	15	6	5	10	5	10	99
4)	Mick Andrews (G.B.)	YAM	0	3	8	2	15	6	12	2	1	8	10	6	8	15	82
5)	Charles Coutard (France)	BUL	2	12	6	0	5	10	0	10	6	3	3	5	12	3	66
6)	Ulf Karlson (Sweden)	MON	8	8	0	0	10	0	3	4	8	2	12	0	6	6	62
7)	Benny Sellman (Sweden)	MON	12	5	3	0	6	12	6	0	4	10	0	0	0	4	62
8)	Dave Thorpe (G.B.)	BUL	15	0	1	15	0	4	1	1	3	1	0	2	0	0	43
9)	Alan Lampkin (G.B.)	BUL	4	1	0	10	3	2	2	5	0	0	0	0	0	0	27
10)	Rob Edwards (G.B.)	MON	1	4	4	4	4	5	4	0	0	0	0	0	0	0	25

A little too tough for flying reindeer

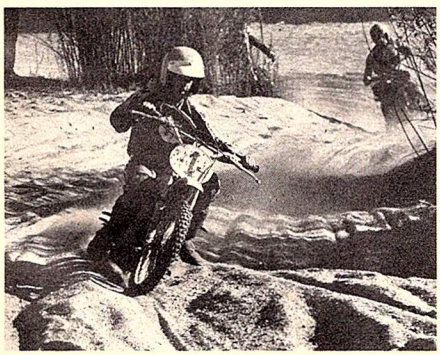
SANTA CLAUS GRAND PRIX

by O. B. Server

Two 45-minute motos are considered a pretty grueling race day for professional motocrossers. So it is understandable that some of the minicycle riders at the Santa Claus Grand Prix were pretty near exhaustion after racing the same amount of time. This annual classic, put on by the National Minicycle Association, is a true GP. Each class spent 45 minutes bouncing around a 3.5-mile course at Indian Dunes. The course included the roughest part of an MX track; miles of whoop-de-dos over the sand dunes; plus two crossings of a hub-deep river. And many of the youngsters (even a couple of girl riders) did it twice, entering two separate classes.

A Grand Prix is a ball for minicycle racers, as most seem to judge the extent of their good times by the amount of punishment they can absorb. As a spectator sport, however, it ranks close to Spelunking. Minicycle pit crews (parents) can usually tell within an inch or so at what point their kids missed a shift. At the Santa Claus GP they couldn't even tell for sure if their riders were still in the race. Mass confusion!

Jimmy Kruger of Las Vegas, Nevada, rode a screaming Suzuki to win in Expert 100cc motorcycle class.



Good day for the Whiting family. A.J. (1) took the 12-and-over age group and brother Matt (80) took the 9-to-11-year class, 83cc Modified Experts.

For instance, in the 125cc Expert race everybody thought Jerry Bagby of Yuma, Arizona, was leading. Bagby had a 30-second lead over Brian Myerscough, NMA's Grand National Champion. With this lead it is understandable that Bagby eased up in the last lap or so. Myerscough did the opposite. Bagby was puttering towards the flag when Myerscough came screaming over the last jump, zapping a surprised Bagby almost under the flag. You just don't take things for granted if Myerscough is racing in the same county with you.

All the excitement was for nothing, however. Nobody but the scorers knew that Scott Karl of Fresno, California, who had mistakenly been given the white flag, was really the winner.

The reason for the confusion was simple. Too much popularity for this event. There were 384 entries in nine races. Under NMA rules there were four minicycle engine classes (83cc Stock and Modified; 110cc Open; and 50cc Junior Cycle); three age classes (6-8, 9-11 and 12-and-over); and three skill classes (Expert, Novice and Beginners). Plus two motorcycle classes, 125cc and 110cc, with all skill classifications.

The riders were flagged off in three waves in each event. For instance, the three waves in one event consisted of 43 riders in the 83cc Modified Novice 12-and-over class, 24 Novice 9-11-year-olds, and

16 Beginners 12-and-over. Some 83 riders in all. Three laps later they were strung all around the course and nobody could tell who was leading.

Only the spectators worried. The riders were too busy trying to stay on their machines.

Several top minicycle names were absent. Grand National Champion Brian Myerscough was entered in the 125cc class but is said to be off minicycles permanently. Jeff Ward, fresh from his victory at the Florida Winternationals, watched from the sidelines, his bikes somewhere between Florida and California. Mike Brown was nursing a still-healing broken leg.

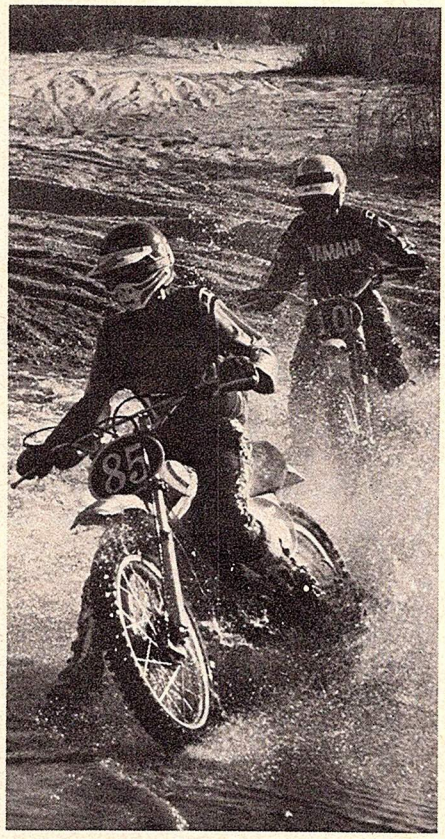
Sue Weicberg won two 45-minute races. She beat 42 riders in the 83cc Modified, 12-and-over Novice, and also took Powder Puff honors. Her PK Racing Products XR was one of few Hondas to do well.

Dave Baker (431) took 83cc Stock honors in 12-and-over Novice class. Tracey Evans (414) was third and Mike Cady (64) was fifth out of a field of 42.

Still, there were plenty of good riders and lots of excitement. Jimmy Holley, riding for PK Racing Products, proved there is life in the old XR75 yet. He led the 12-and-over Experts in the 83cc Modified class, most of them on trick YZ80s, and then blew it (and his cool) with a broken chain 30 yards from the finish. The win went to A.J. Whiting, who was not far behind. A.J.'s younger brother, Matt, riding in the same event but in the 9-11-year-old class, also took home a first-place trophy. Flashy Floridian Mark Murphy, who had been expected to do well in the younger age group, had to settle for seventh spot.

A tough young lady, Sue Weicberg, who also rides for PK Racing Products on a monoshock Honda, entered two classes and won both. She beat out 42 guys in the 12-and-over 83cc Modified class and held off another fast girl rider, Tracey Evans, in the Powder Puff race. Tracey also entered two classes, taking third in the 83cc Stock, 12-and-over Novice class which had 43 entries.

After the race, we talked to some of the professional 125cc riders who



From Washington, Duane Marker (85) stuck it to the locals in the 125cc Novice class. Ken Willis (10) takes a shower in one of two water crossings.

entered this event. They attested to the toughness of the course. The fact that only 37 riders finished out of 53 entered in the 125cc classes proves the point. It was no "kiddie" course and the smaller bikes had an even tougher time of it than the motorcycles, especially riding through the rain-swollen river. When you see minicycle riders eating up a course like this for 45 minutes, it makes you wonder if old guys like Marty Smith are secure, once the youngsters graduate to the big bikes.

The Santa Claus Grand Prix and the Florida Winternationals are the only two major minicycle races scheduled in mid-winter. The large number of entries at both these races indicates that there are hundreds of youngsters out there, chomping on the bit of winter inactivity.

RESULTS
SANTA CLAUS GRAND PRIX

125cc EXPERT:
Scott Karl ..... Honda

125cc NOVICE:
Duane Marker ..... Yamaha

125cc BEGINNERS:
Paul Lane ..... Yamaha

100cc EXPERT (motorcycles):
Jimmy Kruger ..... Suzuki

100cc NOVICE (motorcycles):
Bob Van Tassel ..... Honda

110cc 12-AND-OVER (minicycles):
Doug Nicol ..... FMF

110cc AGES 9-11 (minicycles):
Eddie Glover ..... Honda

83cc MODIFIED EXPERTS 12-and-over:
A. J. Whiting ..... Yamaha

83cc MODIFIED EXPERTS 9-11:
Matt Whiting ..... Yamaha

83cc MODIFIED NOVICE 12-and-over:
Sue Weicberg ..... Honda

83cc MODIFIED NOVICE 9-11:
John Hemme ..... Yamaha

83cc MODIFIED BEGINNERS, 12-and-over:
Adam Renterin ..... Honda

83cc STOCK EXPERT 12-and-over:
Bryan Jordan ..... Yamaha

83cc STOCK EXPERT 9-11:
Rick Johnson ..... Yamaha

83cc STOCK NOVICE 12-and-over:
David Baker ..... Yamaha

83cc STOCK NOVICE 9-11:
Rick Hemme ..... Yamaha

83cc STOCK BEGINNER 12-and-over:
Larry White ..... Yamaha

POWDER PUFF:
Sue Weicberg ..... Honda

JUNIOR CYCLE MODIFIED 9-11:
Timmy Tomaselli ..... Indian

JUNIOR CYCLE MODIFIED 6-8:
Jon Jon Belisle ..... Honda

JUNIOR CYCLE STOCK 9-11:
Timmy Tomaselli ..... Indian

JUNIOR CYCLE STOCK 6-8:
Rod Stiles ..... Indian

TRANS-AMA

Suzuki brooms clean

If your last name begins with D, you won

by Chet Heyberger

The Trans-AMA is traditionally a celebration. Largely because of the time of the year that the series is run. The World Championships are over by September and the Europeans can come to North America and ride without the pressures of the championship in their minds. What's done is done and all that's left is pure purse racing. The nationals are over and done with by September; 125, 250 and Open class champions are secure. Most riders have already signed their contracts for the next year. So the Americans can also race without a Number One plate floating through their heads.

Sure there are pressures on both Europeans and Americans to produce results during the Trans-AMA, but at least the series is long. There were twice the number of events in it than the 250 and Open national seasons had. At least the Trans-AMA lets the riders make up for a poor race; one holed piston won't mean the end of the world.

There are more reasons for our riders to welcome the Trans-AMA. One is the presence of the Europeans. All our best want to match themselves against the defending champions, though only a few have a chance to win. Then our riders from every class get to race against each other on equal displacement machinery, but even that competition is tempered by an us-against-them attitude with the Europeans there.

And then there's the annual homecoming of the American Europeans, Jim Pomeroy and Brad Lackey, back from the Grands Prix where all the national riders want to be. During the Trans-AMA, the stay-at-homes get to see how much that European experience counts.

Besides all that, there's the new and the old friends, the parties and the mini-bike races, the familiar and the new places, the prize money and the groupies.

Footing the bill for the celebration are the fans. They pay the admission price to see almost-Grand Prix racing, not the carnage that seems to be the advertised fare at most spectator events.

Roger DeCoster, Puyallup: This win locked up the Trans-AMA for him. (Action OZ photo)

Coca-Cola
FULL HOUSE
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SUZUKI

ROAD ATLANTA FLOWERY BRANCH, GEORGIA

Brad Lackey was first into the first corner in the first moto of the first Trans-AMA of 1975. Brad stayed first while behind him Gary Semics, Marty Smith, Gaylon Mosier, Jimmy Weinert and Jim Pomeroy followed. Following wasn't Pomeroy's idea of a good way to start the series, so he started moving through the crowd. Within five laps he was behind the leading Husky and the two American Europeans pulled away from the rest of the race.

Also moving up from starts they thought less than auspicious were Pierre Karsmakers, Gerrit Wolsink and Roger DeCoster. Pierre moved his RC Honda from eighth to fifth, and then to third. Roger had gotten away 11th and despite breaking a pedal on the second lap, he pushed on: "I rode as fast as I could with only one brake."

Since Pierre's bike broke and Marty Smith slid up to the leading Honda spot, RD's one-brake effort was good for fourth right behind Marty. In front of them, with about ten minutes to go, Bimbo drove his Pursang past Brad. Brad tried to regain the lead but fell. They were so far in front at that point that Lackey got up and still finished in second place.

In the Support class that day, it was Jimmy Ellis in both motos. Another Can-Am, Mike Runyard, followed him in at the end of the first heat, and in the second, Mike was there again. But Runyard fell and Rick Burgett on a Yamaha got second place honors that time. Can-Am decided that last year's debacle in the International class had proven that their prototype open bikes weren't ready. "We figure winning the Support class is the equivalent of a second or third in the International class in terms of publicity," was the corporate word.

Bad Brad Lackey got the holeshot again, and Pomeroy followed him through again. But instead of all the American Americans behind them, there was a European in third. When Brad's suspension began to go away and the pace slacked, Gerrit went on past Brad and Jim to take the lead.

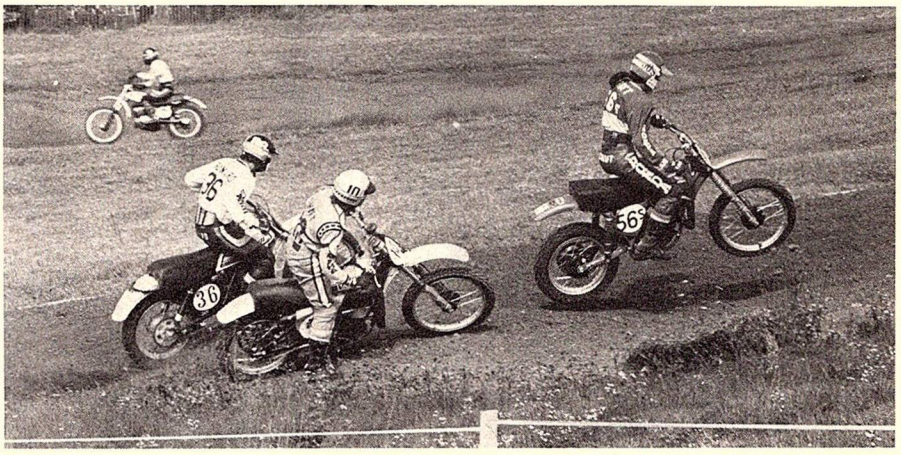
The reigning 500 World Champion got off the line in 11th again this moto, but he had both brakes this time. By the end of the 45 minutes, RD had the lead and all the tension was behind him. Pomeroy was back there holding onto third, but Marty Smith was in there again. At the end of the moto he was *that* close to passing the Bultaco. If he had, the race would have gone to Roger.

But Marty didn't and Jim Pomeroy became the second American to win a Trans-AMA, a perfect kickoff for the series.

It more than made up for the fact that the International part of the Trans-AMA was three people: Roger, Gerrit and Gilbert DeRoover.

MID-OHIO MX PARK LEXINGTON, OHIO

The teams lined up for the second time at Mid-Ohio. The heavyweight contenders were Suzuki's RN-mounted trio of Roger DeCoster, second-ranked 500 GPer Gerrit Wolsink, and 250 National Champion Tony DiStefano. More teams were Honda's Pierre Karsmakers and Marty Smith, Bultaco's Jim Pomeroy and Marty Tripes, CZ's imported 125 GPer Gilbert DeRoover with Gary Chaplin and Bob Harris, and Husqvarna's Brad Lackey and Kent Howerton. Spaced here and there



Mike Runyard, Tim Hart and Tommy Croft, Mid-Ohio: Second place squeeze in the second Support moto.

Jim Ellis, Mid-Ohio: He broke once, crashed out once, got third and second once; all the rest were firsts.

were the Kawasakis of Gary Semics and Jan-Eric Sallqvist and Maicos belonging to Steve Stackable, Gaylon Mosier and Jim West.

But the man who won rode the only example of that brand in the race.

After DeCoster got 23rd and last place starts, after Gerrit started late and never gained his rhythm, after Tony lost a chain in one heat and crashed in the other, after Pierre destroyed his engine, after Marty tried but couldn't get past 13th in the second moto, after DeRoover rode around looking uncomfortable without his 125 Zundapp, after Pomeroy developed shifting problems and Tripes got a flat, after Brad fell and then lost his shocks, it was the lone Yamaha of Jimmy Weinert in first place.

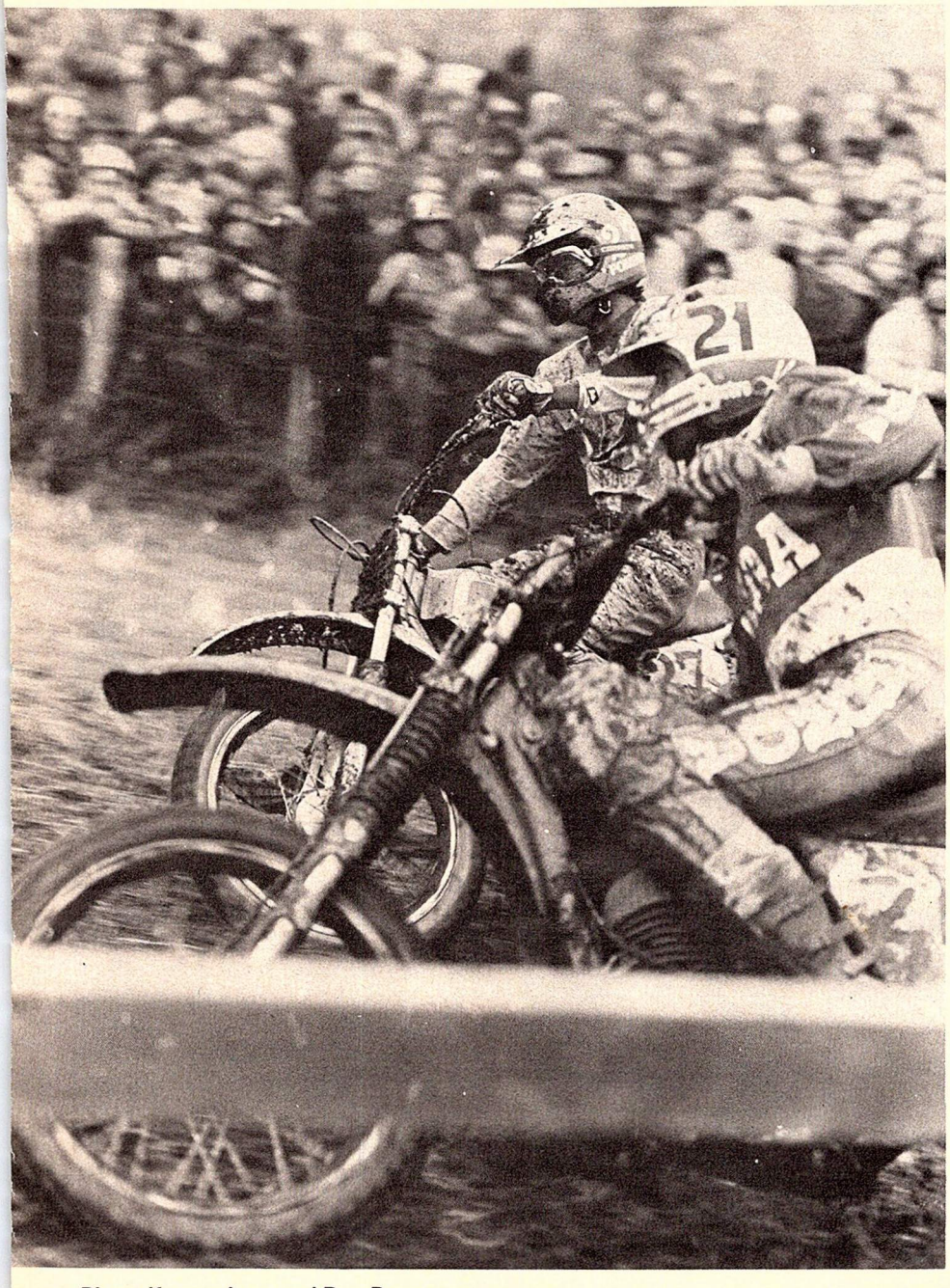
The Jammer worked hard for a third in the first moto behind Pomeroy and Marty Smith, and in the second, he held off both Kent Howerton and Roger DeCoster to take the flag first. The three riders finished within ten feet of each other.

Ten feet was the key dimension for the first Support moto too. First Bultaco-privateer John Savitski had it, then Rich Eierstedt, and finally Can-Am and Ellis, but there wasn't much room between them for the whole 30-minute moto. Asked why he'd slowed, Savitski confessed to being sick, making his performance all the more amazing.

The Can-Am game plan held for the second moto where Jimmy Ellis crossed the finish line ahead of Rich and Tim Hart.

The Support class was good racing and in the International class, it was another win for America, the second in a row in the Trans-AMA, the second in his life for Jimmy Weinert, and besides that, Jim Pomeroy's second overall finish firmly established his series point lead.

That was worthy of a celebration, as was the excitement of getting to see the World Champion drive from last place to third in the space of one moto.



Pierre Karsmakers and Ron Pomeroy, Unadilla: Both had a Trans-AMA full of mechanicals.

UNADILLA
NEW BERLIN, NEW YORK

Back in Georgia, Jimmy Weinert commented on Roger's 111 number plate for this series: "Roger, you're so *bad* they gave you three Number Ones."

And RD *is* bad, so bad that he wasn't worried at all about not winning the first two Trans-AMAs. "It depends on what you've done in Europe before coming over here. Since I won the World Championship, then while one race here is still important, you could call me a little bit relaxed, slowing down a little bit, you know. I would say that I am taking advantage of my conditioning and all that. For example, last year, I did not win the World Championship, I got beaten there, so it was much more important to win the series here."

At Unadilla, in a slight rain and on a European-style course, the training and the conditioning of the Grand Prix circuit told. In both motos and in the overall, Roger, Gerrit and Brad finished, one, two, three.

Roger went on to describe Unadilla: "It is a track with more to it — you had to think a lot and there were a lot of lines to take. You had no problem — or hardly any problem — with lapped riders because the track was difficult and much longer. It is a challenging track, a. circuit where you could make a time difference on another rider."

In the Support class, it was Huskys

making the time difference at Unadilla. Terry Clark and Mickey Kessler finished one, two in the first moto and the final standings. John Savitski and Buck Murphy (Can-Am) were up there too, but Murphy lost his chain twice and Savitski's Bul went ratty. The second moto had Ellis moving up to the lead followed by Savitski, Clark, Kessler and Murphy. Ellis' ride from 16th at the start pulled him up to third overall at the end of the day.

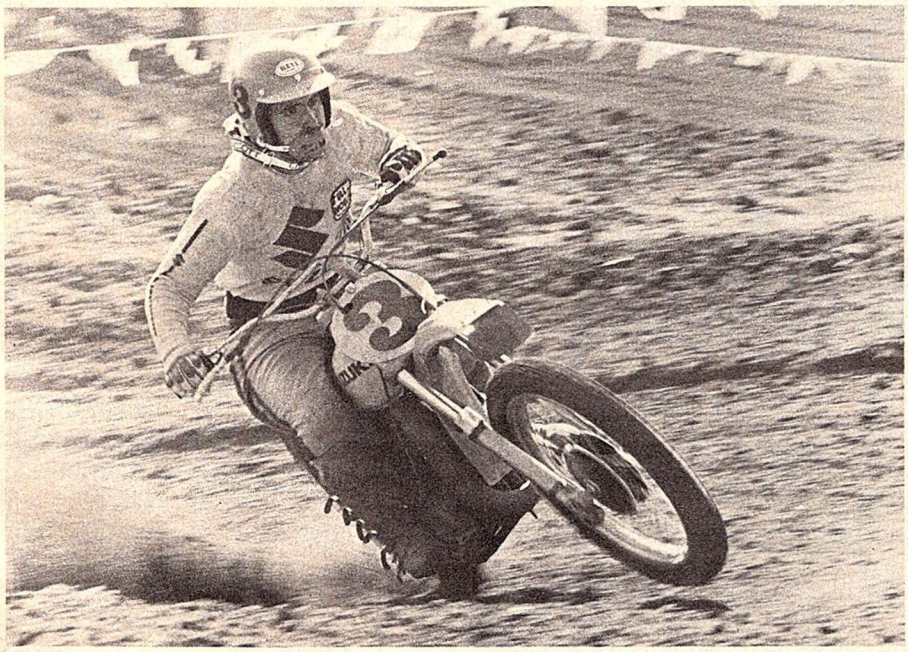
RED BUD TNT
BUCHANAN, MICHIGAN

Though more foreign riders had joined the Trans-AMA by the Michigan race (16-time Italian champ Emilio Ostorero, Carlo Mercandelli, Claudio Dente, Masaru Ikeda and Kojii Masuda, all on Suzukis), attendance was down at the race. The rain had something to do with it.

And since adversity is all most fair weather racers need to start weeping and all World Champions need to start smiling, Roger smiled and won again.

It wasn't easy; the rain had left a layer of slippery mud over some very hard ground. The result was a bike-busting course.

Marty Smith, Lake Whitney: First moto winner; soon to be American Superstar in Europe. (Don Jones photo)



Tony DiStefano, Saddleback: He wanted first American American, got first American.

Tony DiStefano squeezed the right side of his bars for all he was worth, got the holeshot, and never let go. "I got halfway through the first moto when I got hit with a rock in the eye and it slowed me down." No one else could tell he'd slowed; he kept nearly a half-minute lead on Jim Pomeroy through that half of the moto. Brad had been dueling with Bimbo, but Lackey's front wheel had started coming apart and Brad eased off to make sure he finished. Roger was on these two as the moto ended. He had worked up to the spot earlier, but missed a turn when he couldn't see for the mud. After blowing 15 places that way, RD pushed to catch up again, trading hard riding for broken back spokes and hoping it'd all stay together.

Next moto and more broken bikes and get-offs later, Pomeroy had taken the lead from Kent Howerton and hung on. Brad worked up to second behind him by passing Wolsink and Steve Stackable, making this about Act V of the Brad and Bimbo show. Brad wanted a Trans-AMA win. Jim wanted it too, so he could add another 150 points to his score and maybe become the first American to win the series. Tony wanted a win no less than either of them.

So Jim, Brad, Roger, Gerrit and Tony kept on. Tony crashed and fell back, but actually moved up to pass Roger only to crash again. RD passed Brad and then it got tight. Pomeroy's bike started pinging spokes out of the back wheel and Roger got by. Now Gerrit was on the Bultaco's tail. If Jim could hold that position, he'd win. But racing with Gerrit could have brought on a DNF; Jim Pomeroy decided on discretion.

In the Support class a new name got on the list. Bob Rutter, Bultaco-mounted and Red Bud-proficient, took the first moto from gate to flag. A fourth in the second race gave the Michigan rider third overall behind Tim Hart and Buck Murphy. Tim was upholding Yamaha's honor and Buck was filling in for Can-Am teammate Jimmy Ellis who mechanicaled out.

KOIL CLASSIC
HERMAN, NEBRASKA

Marty Smith, so much a phenomenon in the nationals this year that people began talking about

the possibility of bionic racers built by Honda, pulled out in front of Pierre Karsmakers, Wheelsmith's Gaylon Mosier, Gary Chaplin and Marty Tripes. Bad starts by the rest of the favorites were hard to overcome, since the dust was so bad that everyone — mechanics and riders alike — wore goggles. Kent Howerton said, "The wind was blowing so hard that it would move my bike over off the jumps." Roger said it wasn't a joke: "It was really, really bad. You could not see anything. And if I cannot see where I am going, I cannot race."

As a result, not much passing took place behind the leaders. Everyone had to wait, and for most that used up all their chances. At the end Marty still led, Marty Tripes and Roger had passed Pierre, and Tony D had moved up to fifth.

Next moto changed some of the first positions but not the racing strategy. Still hardly anyone was able to pass; moving up a slot was usually the result of a crash-out or a DNF. So Roger led to the finish and Smith found a way around Gerrit at the last minute and Marty got his trophy full of champagne.

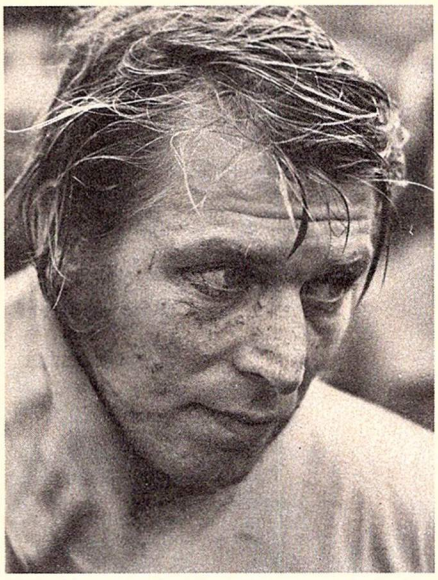
With five races down, the International class standings were still flexible. Roger DeCoster led with 640 points and was followed by Jim Pomeroy (450), Gerrit Wolsink (410), Marty Smith (335), Jim Weinert (315), Brad Lackey (290), Tony DiStefano (221), Kent Howerton (220), Marty Tripes (111) and Jim West (103). There were a lot more points to be won and Pomeroy still had a chance at the title.

Meanwhile Can-Am had the Support class dialed. Ellis won the Nebraska race with two firsts and added another 150 points to his score. The only one near him in the standings was another Can-Am rider, Mike Runyard. Mike accumulated his points with consistent and sometimes spectacular rides. But Runyard's two thirds, fourth and sixth still left him 220 points behind Ellis.

CYCLE WORLD USA
ST. PETERS, MISSOURI

Suzuki continued to dominate the Trans-AMA at St. Peters. Not only were most of the foreign riders entered on Suzuki, not only were the only two top Europeans left in the series on Suzuki, but in this race, Suzuki riders finished first, second and third.

Roger DeCoster was first with one and one in the motos. "It was a fairly fast track with quite a few jumps. It's kind of on a hillside. And it's not too long. Things were going right. I really wanted to win and it was important to me around this time. If



Roger DeCoster, Unadilla: "Nobody has ever won the World Championship and the Trans-AMA series overall besides me." He is justifiably proud.

Buck Murphy, Puyallup: Only a missing shock kept him from breaking the Washington hometown jinx. (Action OZ photo)

I could win the two heats, I could get away a little bit (on points); I had more appetite to win than at most of the other races — because the track was prepared very well, the soil was good, and there were some bumps in the track in the second heat. So it was good; it was fun. There were a few places in the track you can really enjoy. When I really enjoy myself, it makes me want to race more."

His competition in the first moto was Marty Smith: "Marty was leading the race in the first moto. He was riding very good. But he was not going fast enough. He started going faster after I passed him than when I was behind him."

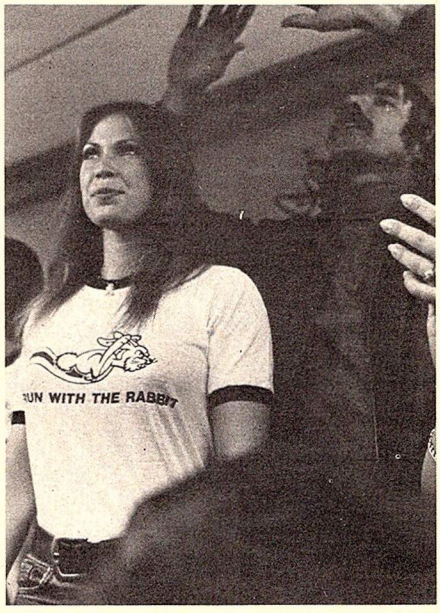
Marty got the lead again in the second moto, but fading suspension wouldn't let him keep it and Jim Pomeroy took over. Roger was right there: "Pomeroy was leading and I got behind him towards the end of the race because I did not get a good start again in the second heat. Then he made a little mistake when I came up behind him; it was a lap and a half before the end, in a short, tight left-hand corner."

Behind Roger, Wolsink edged out Tony DiStefano with three, four finishes to Tony's fifth and third.

OPPOSITE PAGE:
Steve Stackable, Mid-Ohio: The Texan got off to a slow start, mechanicaled, and explored other ways of not finishing; finer finishes started later in the series, and next year Stack joins Tony DiStefano and Billy Grossi on the national circuit for Suzuki.

Sweeps were the order of the day because the Can-Am riders didn't have anyone to play with but their own teammates. Jimmy Ellis took first with a pair of aces; Mike Runyard got second with a fourth and a second; and Buck Murphy (2, 4) slid in behind. The closest non-Can-Am rider was Rich Eierstedt with a tenth and a third.

Marty Tripes, Richmond: Marty won the annual Mini Internationals on a Matador-powered mini-Bul that Bevo, John Savitski's wrench, prepared in Pennsylvania scrambling style.



Contestants and judge, Unadilla: Union Carbide gave away money to T-shirt winners and provided entertainment for all the wet New York fans.

LAKE WHITNEY
WHITNEY, TEXAS

The Suzuki swoop spun on to Texas and while the names and the bikes remained the same, the places changed. This time it was Tony first (2, 2), Roger second (3, 3) and Gerrit third (4, 6).

The first placers were Marty Smith and Steve Stackable, but Marty's first moto win was backed by a 15th (for sixth in the finals) and Stack had DNFed the first moto.

It all made Tony very happy: "I guess Marty and Bimbo had the holeshot; then it was Stacky or something, maybe Pierre, then Roger and me. I just tagged onto Roger and we went and moved up into the pack. And then Bimbo, I

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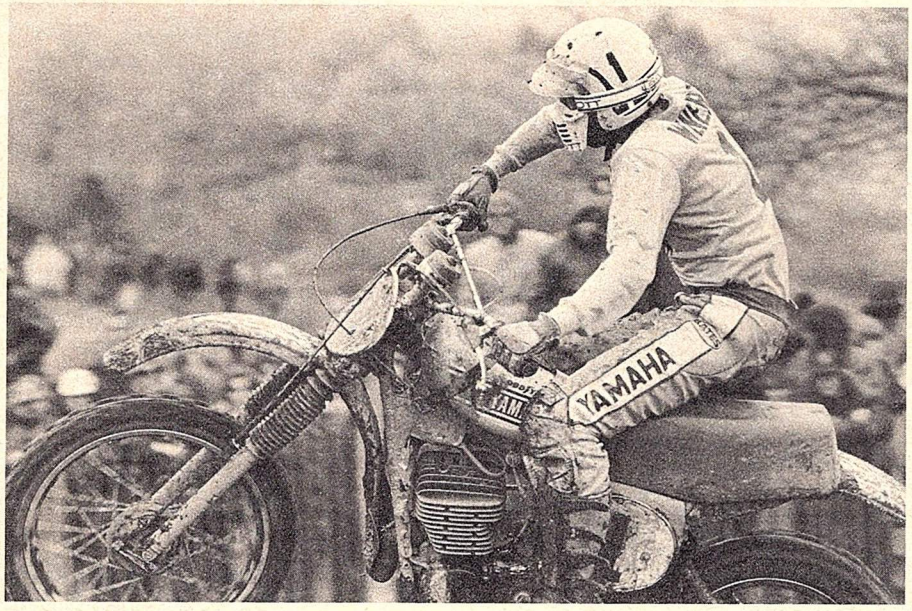
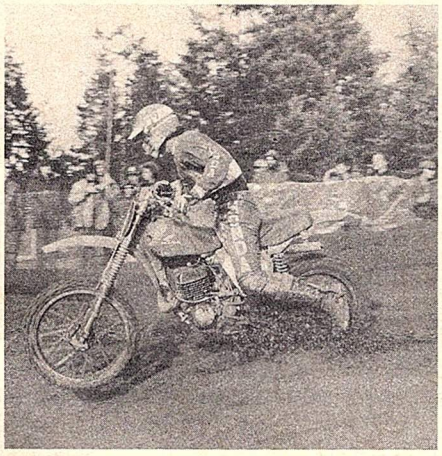


Jimmy Weinert, Unadilla: The Jammer is not on a Yamaha for '76, but what he will be riding is still undecided at this time. We'd guess a Kawasaki again, but who knows?

Gary Jones, Livermore: The Open class Jones-Islo needed more work; it broke every time out.



Marty Smith, Puyallup: Out of all the people in the series, Roger says he enjoyed racing with Marty the most.

think he crashed out or something, or maybe he seized. So I came up with Roger; we were moving up and then it was Roger and me; Roger second, I was third. We kept coming up to Smith and Roger broke away a little bit. It was only a matter of 30 feet or so, and then Roger finally passed Smith. It was right towards the end, maybe four or five laps to go, and he fell off. That made it closer for me. Then I was pushing Roger and we were going fast and came up right behind Marty, really close. And then I passed Roger and it was about three laps to go, but then I couldn't get Smith.

"In the second moto, it was Lackey, Pierre, Stackable, maybe Mosier, and I passed those guys up about five or six laps through the race and I had the lead. I figured I would have to race with Marty and Roger, but Marty wound up getting a flat just about when I got in the lead. So I was going off of Roger; he was in third and I had a 25-second lead so I was pacing him. And I said, 'Alright, if I can keep this up' — but Stacky got a bug up his rear or something. He was really on the gas. Because like Roger picks up toward the end of a race — he's really trick — but here's Stackable coming and he got me like with six minutes to go. And I was racing with him and I was

OPPOSITE PAGE: Marty Smith and Jim Pomeroy, Mid-Ohio: While Tony was saying things like, "I wanted to finish first American, at least first American American," Pomeroy took the lead in the entire series but lost it to Roger. Marty moved up to fourth overall after Nebraska. But then everything changed at Lake Whitney.

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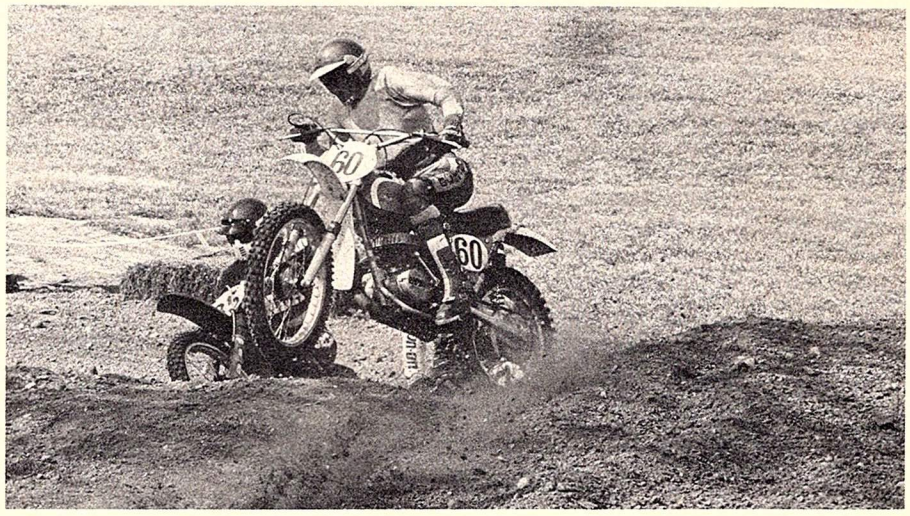
John Savitski, Mid-Ohio: A good start in the Trans-AMA ended with a broken elbow halfway through.



still 25 seconds in front of Roger for the overall. I said, 'Hey, I don't think I should be doing this,' and I stayed for two seconds. The overall was the important thing."

He did get the overall and moved up to third place in the series, while Ellis simply piled more points on top of his score until he was leading the second Support rider with almost double the points.

RAINIER TRANS-AMA PUYALLUP, WASHINGTON

Rain and the Trans-AMA arrived together in Washington. The wet didn't dampen either the racing or the spectators. They were all there and all pulling for the hometown favorites. The Puyallup fans were backing good choices. Jim Pomeroy, the Yakima Flash, was fourth in the series and running good. Only one thing was working against him; there seems to be a Puyallup/Trans-AMA/Pomeroy jinx that keeps him out of the running each year.

Then there's Buck Murphy from Long Branch, Washington. He was sitting in the sixth spot in his class but that didn't mean much. His rides during the entire series were either good, or spectacular. Both Washington riders had been pursued by mechanicals, but they were home and they'd be trying.

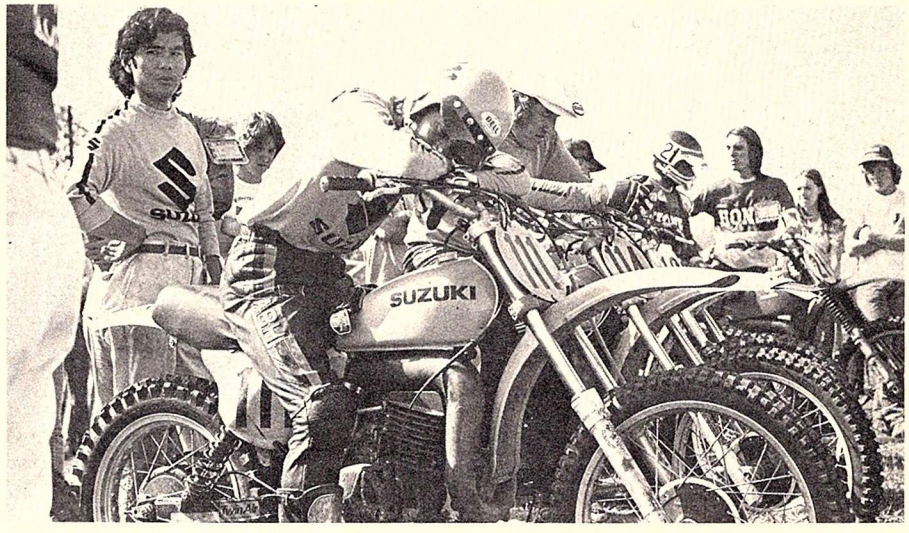
Pomeroy proved that by setting the fastest lap times in the first moto, but he had to do it while coming from behind. He made it to fifth place before crashing out. The get-off ripped up his knee and put him out of the race and the series.

Up front it had been Gaylon Mosier and then Brad Lackey, but Brad seized after holding the lead until the last laps of the race. Gary Semics moved into the lead and held off Roger DeCoster to the flag.

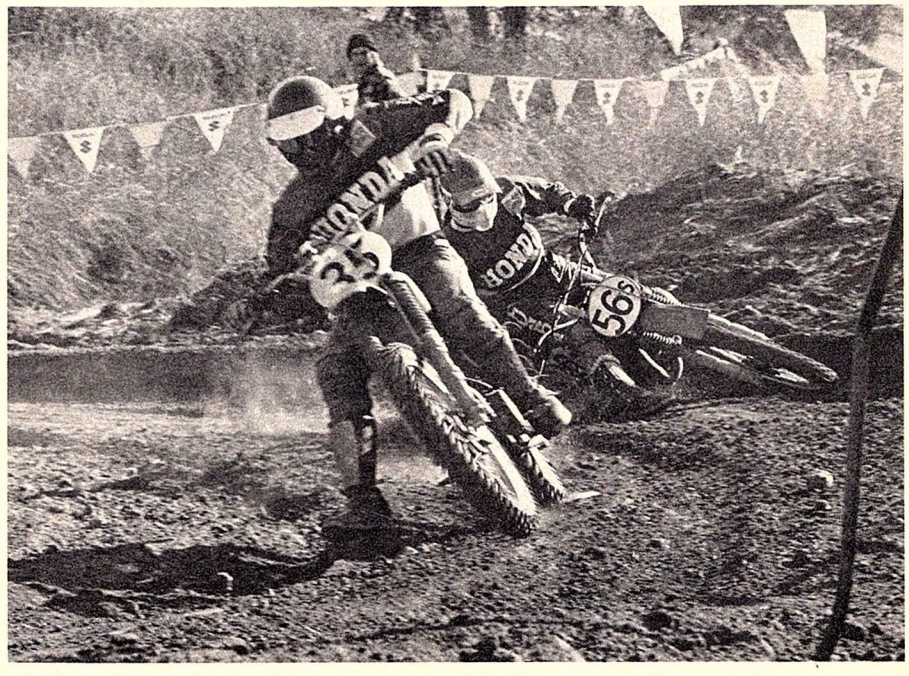
Semics went through the first corner of the second moto tied with Tony DiStefano. Despite the fantastic power being put out by Gary's big Kawasaki, Tony moved slowly away. About halfway through, Brad went by Tony. And then Wolsink.

Gerrit took off after Brad and got him by going tight where Brad went wide.

As the moto finished, it was Wolsink, Lackey, DeCoster and

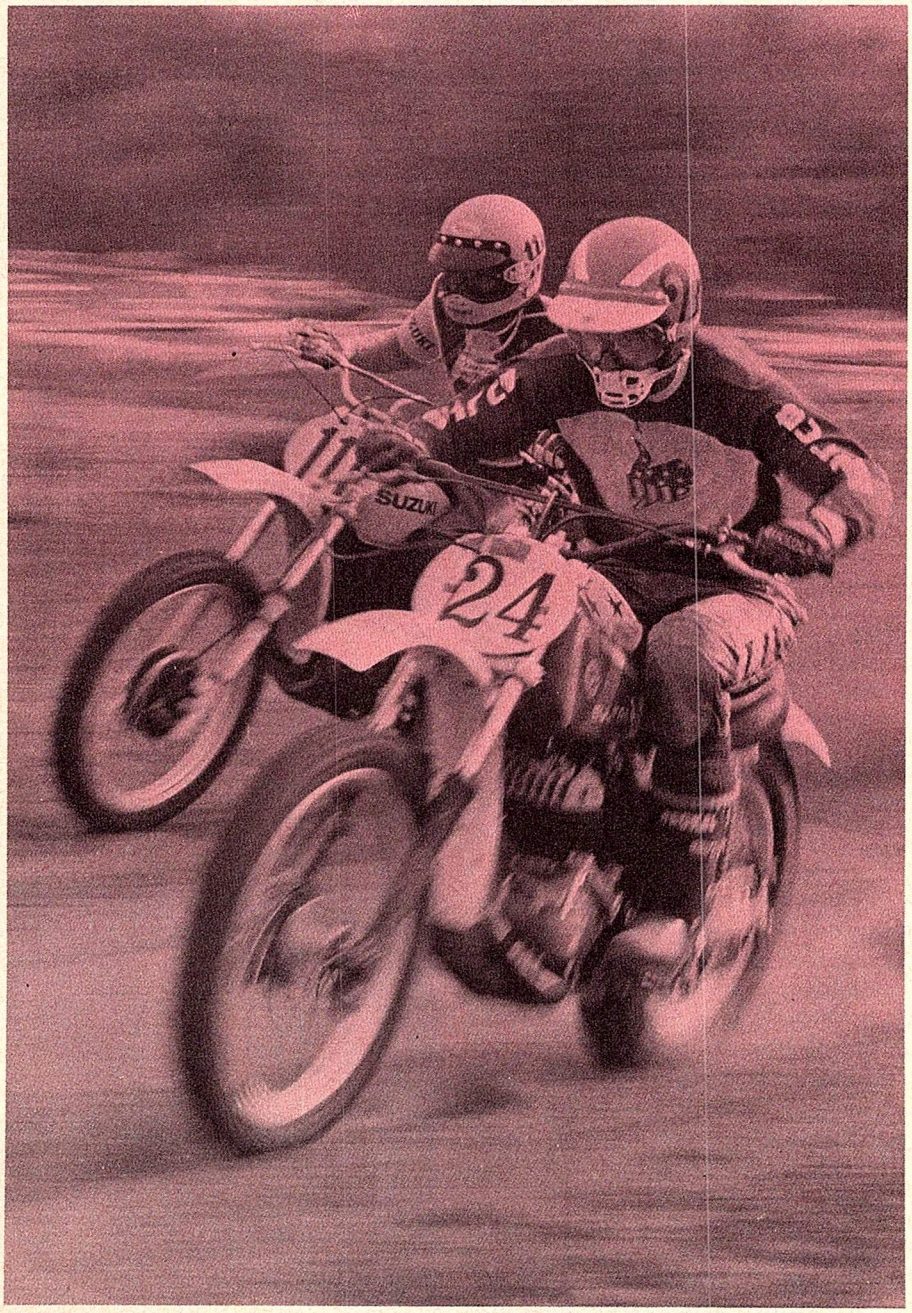


Roger DeCoster, Lake Whitney: Roger said he will race Grand Prix motocross for three more years and then retire. (Don Jones photo)



Rich Eierstedt and Tommy Croft, Saddleback: Some thought it was Rich's last Honda ride. They should be ashamed.

Gunnar Lindstrom, Puyallup: Check the bare electrics on the test bike. It didn't slow either bike or rider.



Jim Pomeroy and Roger DeCoster, Mid-Ohio: Bimbo's early finishes had everyone hoping for an American Trans-AMA winner.

DiStefano. But the finals went DeCoster (2, 3), Wolsink (5, 1), Semics (1, 5) and DiStefano (3, 4). Roger won 150 more points and because no one could equal the total with only two races left, he won the Trans-AMA at that point.

The other hometown favorite had equally bad luck. Buck Murphy couldn't pull it off. He had passed and repassed Ellis in the first moto and won it to everyone's great pleasure. Then the left shock broke off his Can-Am while Buck was leading the second heat.

The Support class win went to Mickey Kessler and Husqvarna. Jim Ellis, Buck, Tommy Croft and Mike Runyard finished second through fifth.

CARNEGIE
LIVERMORE, CALIFORNIA

Gary Semics and the big green Kawasaki jumped into the lead going up the long start chute. Right behind him Jim West, Pierre Karsmakers, Steve Stackable, Marty Smith and Tony DiStefano rounded the first corner and started the first lap on the dusty, stepped, hard Livermore track. The terrain made it a Maico course and Stack was on the bike with the right kind of power and cornering. He held the lead next — despite losing a footpeg, but then Marty horsepowered the Maico on the start uphill.

Marty and the RC400 held on and the moto finished Smith, DiStefano, Weinert, Lackey and Semics. The Europeans were way back in the dust with Wolsink tenth and England's Stuart Nunn in 15th. Masuda and Ikeda were 11th and 18th.

This course runs up a long hill, makes a left and goes downhill. From there it takes a right and a steep climb to a hillside flop-over hairpin. There Marty dropped it and wasted his second moto start. At the end of that first lap, it was West followed closely by Tony D. Tony took the lead about five laps later and that was that. The Pennsylvania motocrosser was the youngest Trans-AMA winner going in; now he was the only American to ever win two of the events in one season.

The Support class had run first as usual at Livermore and Honda's

Tommy Croft won easily over Ellis, Kessler, Runyard and Polish Power Honda rider Don Kudalski. Afterward the International class raced, but since the ambulances disappeared so often, there was a long delay before the next race. By then it was late, so the International class ran again. The Support riders got stuck with a dark, shortened second moto which Jimmy Ellis won. The tally at the end of the day listed Ellis, Croft, Murphy, Kudalski and Runyard.

By the Livermore round the Trans-AMA was on its way downhill. Roger already had the title. Any action after Puyallup would be for first American. More Europeans did show up, but they weren't first-rank contenders; like Ostorero and the Italians who had joined the series earlier, the new additions were here to have fun. The course this year was dramatically improved, yet it was still hard and dusty and too fast in spots.

The promoters also announced that this would be their last Trans-AMA. The gate that day must have convinced them that they'd made the right decision; there were hardly 7000 people lining the fences. But the complete bummer of the day was DeCoster's absence. In the first moto, his ignition failed and he made only one lap. In the second, his bike's steering head let go off the big straightaway jump and he was driven to the hospital with severe facial injuries. Seeing DeCoster race can almost make up for the lack of European superstars at an International race for the paying fans, but where does that leave everyone when RD is on his way to the plastic surgeon?

INTERNATIONAL CLASS

			Road Atlanta	Mid-Ohio	Unadilla	Red Bud	KOIL Classic	Cycle World	Lake Whitney	Puyallup	Saddleback	Livermore
Roger DeCoster, Belgium	SUZ	1060	2	3	1	1	2	1	2	1		
Gerrit Wolsink, Holland	SUZ	890	4	4	2	4	6	2	3	2	5	4
Tony DiStefano, Morrisville, PA	SUZ	851	6	12	4	19	4	3	1	4	1	1
Marty Smith, San Diego, CA	HON	588	3	6	10	9	1	5	6	18	3	7
Jim Weinert, Laguna Beach, CA	YAM	522	10	1	6	5	7	8	14		2	6
Brad Lackey, Pinole, CA	HUS	483	5	10	3	3	10	6	15	14	8	3
Kent Howerton, San Antonio, TX	HUS	455	7	5	5	7	9	4	4	10	7	9
Jim Pomeroy, Yakima, WA	BUL	453	1	2	2	5	18					
Gary Semics, Lisbon, OH	KAW	370		9				11	7	3	4	2
Pierre Karsmakers, Mission Viejo, CA	HON	202		8	7		19	9	5	6		
Jim West, S. Pasadena, CA	MAI	198	18	7	9	8	11	12	8	15	6	
Steve Stackable, Austin, TX	MAI	186	20	13		6			20	5	15	5
Marty Tripes, Santee, CA	BUL	169		15		16	3	7			18	10
Gaylon Mosier, Garden Grove, CA	MAI	116	8	11	12		8	13	12		9	
Rich Thorwaldson, Cerritos, CA	MAI	75								8	10	8
Kojii Masuda, Japan	SUZ	72					14	10		7	11	
Bob Harris, Windsor, NY	CZ	71	19	18	8	14	18		10	11	20	
Charles Sun, Sherwood, OR	HUS	47		16	11		13			12	14	13
Ron Pomeroy, Yakima, WA	BUL	39	15			10					13	11
Masaru Ikeda, Japan	SUZ	39				11	15	14	11	13	17	

SUPPORT CLASS

Jim Ellis, Oakdale, CT	C-A	1120	1	1	3		1	1	1	2	1	
Mike Runyard, Hacienda Heights, CA	C-A	640	3	6		4	3	2	11	5	5	5
Rich Eierstedt, Norwalk, CA	HON	610		2		9	2	4	2			1
Buck Murphy, Long Branch, WA	C-A	595			6	2	8	3	10	3	3	4
Tommy Croft, San Diego, CA	HON	525	6	14	5	13	6		8	4	2	2
Terry Clark, Lancaster, CA	HUS	515	4	8	1	7	11	17	3	6	6	20
Mickey Kessler, Farmingdale, NJ	HUS	432	14	7	2	10	13		5	1	8	19
Tim Hart, Torrance, CA	YAM	429	12	3		1	5	8	4			
Rick Burgett, Sandy, OR	YAM	364	2	9	17		4	5		7		7
Wayne Boyer, Poway, CA	CZ	220	9	11	7	11	7					3
John Savitski, Atlas, PA	BUL	220	5	4	4							
Don Kudalski, Coral Springs, FL	HON	208	7	18		12	9	15			4	6
Bob Rutter, Benton Harbor, MI	BUL	149				3	12	7				
Dan Turner, Placerville, CA	YAM	140				6			6		7	
Jim Turner, La Selva Beach, CA	YAM	105	8		5	10						
Gary Wise, McAllen, TX	KAW	84	17	5					9			
John Ayers, Harrisville, PA	MAI	77	19	13	9	8		14		19		13
Mickey Boone, Winston-Salem, NC	H-D	60	11					6				
Brian Jodry, Rancho Cordova, CA	MON	47								8	14	11
Mark Stapleton, St. Charles, MI	BUL	42		16	11			12		14	15	16

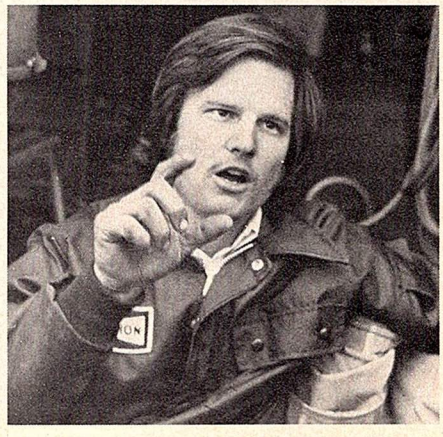
SADDLEBACK
ORANGE, CALIFORNIA

Roger was at Saddleback, but only as a spectator. Having his face around the stitches turn black and blue from his horrendous get-off the previous weekend had Roger sitting and watching as Steve Stackable came down Banzai Hill in first place. He was first but he had no room at all on Gary Semics, Rex Staten and Marty Smith, and the four of them raced far ahead of the crowd.

Stack dropped it at one point and Rex took over, but the Maico out-accelerated Rex's Suzuki and Stack got first back. Soon after he lost it to Tony D while Staten crashed out. Speeds were up and crashes were common; Ikeda cartwheeled into the spectator fence and Jim West was ambulanced to the hospital after another endo.

Back up front, Gary Semics' pipe came undone and three more riders got by him. So it ended: Tony, Marty, Stack, Wolsink, Lackey and Semics.

Steve Johnson had Gary's Kaw back right for the second start and Semics got his long green holeshot again. Steve Stackable followed him through, but both were soon passed by Suzuki's Sunbeam Kid. Kent Howerton was running right behind



Steve Johnson, Unadilla: Johnson prepared the Semics/Kawasaki effort and the machine was obviously the fastest thing on the circuit.

Mickey Kessler, Livermore: A real motocrosser, he only failed to finish once and the rougher the track was, the better he placed.

the leaders during the early laps, but soon faded: "I made up my mind to keep up, but they were going too fast."

The moto ended with Tony still in front and his back-to-back firsts gave him the win, his third in the series, and made him first American as well as third overall in the Trans-AMA, the highest placing an American has ever had.

Back in the Support class, Can-Am's star motocrosser fell off and dislocated his shoulder. With Ellis gone, Texan Gary Wise (back on Kawasaki instead of the Bultaco he started the series with) took over but hooked up with Danny Turner. Both were injured and Wayne Boyer, on CZ, not Cheney, this year, went on to win.

Even with Ellis out, Can-Am had the Support title wrapped up, but the Honda team rode as if they didn't know it. Tommy Croft and Rich Eierstedt gave the fans what they'd come for and moved out front far ahead of Buck Murphy.

Those last moto finishes rearranged the scoreboard so that Rich won, Croft was second, and

Continued on page 51

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Tony D.

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EXPLICATION

What does it all mean? Only that the Trans-AMA is over until next year? No. This year was different.

Heikki Mikkola, Bengt Aberg, Torleif Hansen, Harry Everts, Hakan Andersson were all absent.

Rex Staten, Saddleback: Rex is back, this time on a Bassett's Suzuki. Next year, Rex is riding for Harley-Davidson.

Gilbert DeRoover, Unadilla: He was never comfortable on the big CZ and quit the series after four events.

Some wanted a vacation. Others had their factories back out of the Trans-AMA. Weil and Maisch were out with injuries. Some went to Australia and New Zealand for a competing series, one that paid start money. Could Roger have won if they had all been here? Yes, but it would have been more interesting to watch.

Some of the Trans-AMA tracks were motocross courses; most were not. As Roger says, "These bikes are not made to go over straight terrain; they're made to go over rough terrain." Speeds were up, favoring bikes and riders wired to go fast, not to traverse rough ground and difficult hills. Accidents increased this year. Jim West died of internal injuries after his crash at Saddleback. It was the first fatality in all of AMA professional motocross but it's still uncomfortable to think about.

Attendance was off at most of the Trans-AMA events, probably because there were so few European stars racing, though a little investigating revealed that some promoters had halved their advertising budgets.

With the Inter-AMA now defunct, there are only two International races in the United States (the 500 GP at Carlsbad and the 125 GP in Ohio) besides the Trans-AMA. Without more work put into the tracks and into attracting the Europeans, the Trans-AMA will cease being a celebration.

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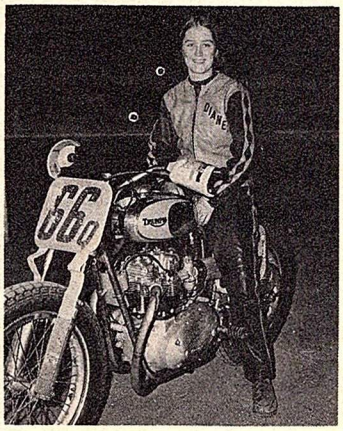

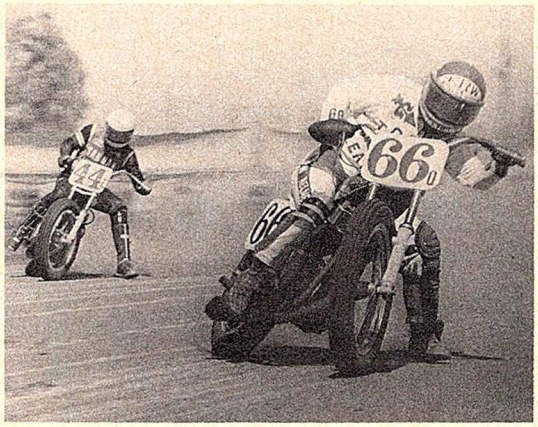

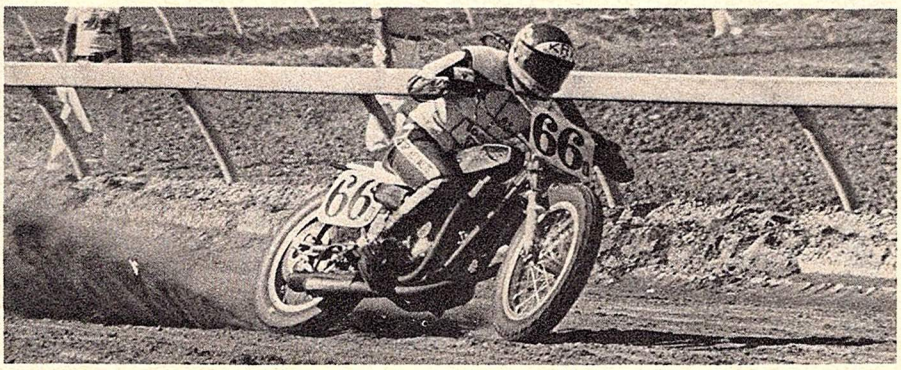

photos by Dan Mahony

by Theresa Hannon

Why would a 19-year-old girl work her way up through the ranks to become the first woman to ever become an AMA professional expert racer? To prove she is as good as a man? So she can feel good when she blows some guy right off the track? Nope, Diane Cox races because, "I think it's really neat and lots of fun," but with the same breath she adds, "Although I really love it I don't want to do it forever." Does that mean she's hanging up racing? Hardly. "Right now I want to race as much as I can and more than anything I want to earn a national number, but someday I want to settle down and get married." Many a liberated woman would be shocked, but Diane says, "I'm not into that stuff. I just race because it's neat."

How does one become an AMA expert, especially the first-ever woman expert? Lots of racing and doing well enough to make transfer points to the next class. Diane didn't get any special help with the points because she was a woman; she was scored the same as the guys through her novice, junior and expert year. Now it will be a lot tougher to earn a national number while riding with the best. But Diane seems to have confidence that she will receive the number she's working for.

Some people might question a woman's ability to succeed under these conditions, but again Diane's record is outstanding. She has done well enough to beat a former national number one in a heat race. "I couldn't believe when I looked around and there was Gene Romero behind me."

Last summer at the San Jose Mile there were over a hundred entries, with only 48 making the program; Diane qualified 28th fastest, with her lap time being 40.12 seconds while fast time for the day was 38.21. Diane's eyes sparkle when she tells about a national at Castle Rock when she turned faster lap times than some of the "really big hot-shoes." When asked what the best finish she has had so far is, she replies, "Well, at a local track near where I live I set the fastest time and took second overall and then at the Roseburg (Oregon) track I won the trophy dash."

Diane is a shy person and somehow you feel that maybe she doesn't say more because some people might think she is bragging. How well does she get along with the other riders? Most of them just sort of ignore her, but recently she did have a run-in with a fellow rider Coming in off the track after time trials another rider came up and started cussing that she had gotten in his way and had been going too slow. Somehow he still managed to set second fastest time for the day. "I guess he was just trying to prove something."

Diane started racing in Salem, Oregon, when she was ten. She rode with the girls until they all quit, and then she started racing with the guys. After a while she started racing TT and motocross, but when things got too expensive, motocross was the one to go. Diane doesn't mention that along the way she has won over 400 trophies.

Although Torco oil, KRW helmets and Suzuki Sports Center help out some, it takes a staggering amount of money to compete professionally. Jim Hershback does her tuning, but it's her dad who does most of the work at the track; Diane's parents both stand behind her — not only financially, but also with encouragement.

When asked about her personal life Diane comments, "Oh, I'm just a regular person. I don't have any plans for college right away, but I think I would like to go." Until recently Diane worked at a Payless Drugstore. "I really liked it too, but instead of lying I called and told them I had to go to a race and they canned me." Diane has since gotten a job in a cannery and likes everything except the hours: it's the night shift. Until recently she also liked to bowl and jog, but she no longer has the time. One last thing: At present Diane doesn't have a boyfriend, but then, she wonders if she would have the time to fit him into her schedule anyway. ✪

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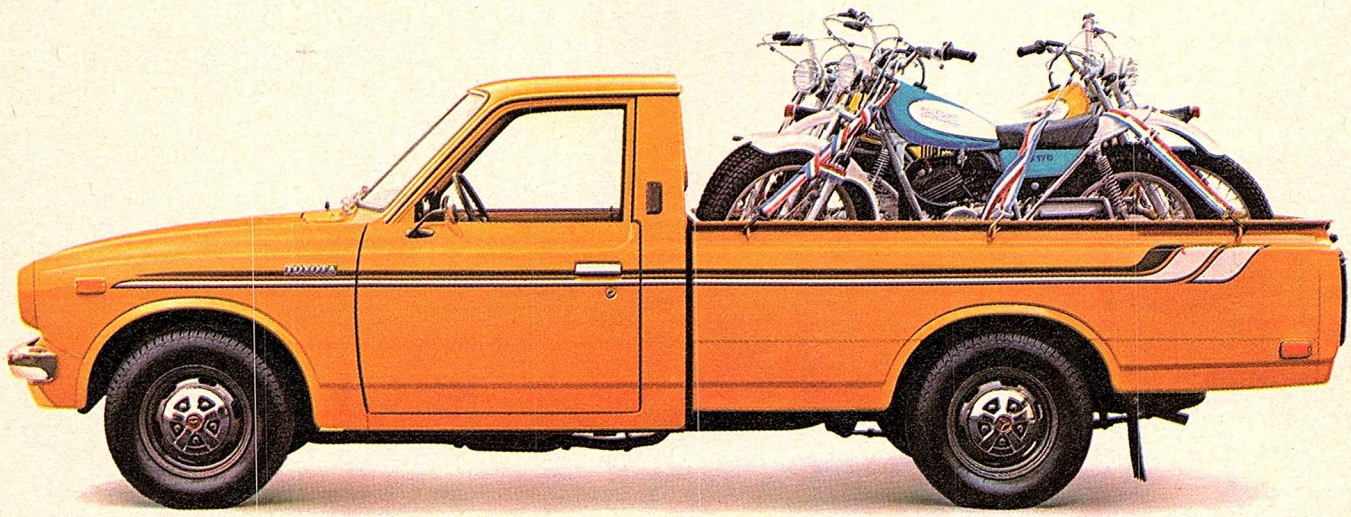

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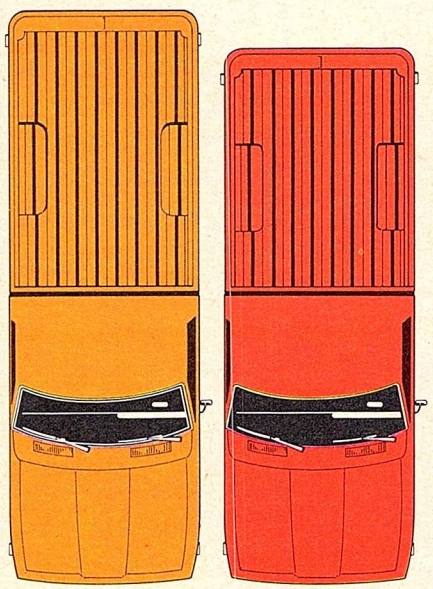

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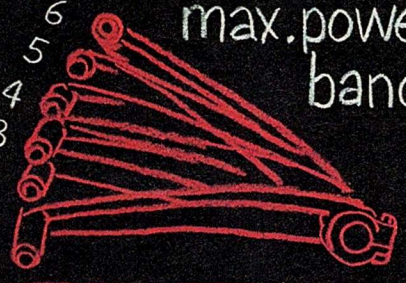

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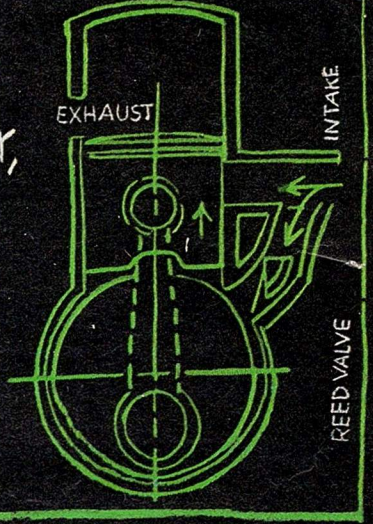

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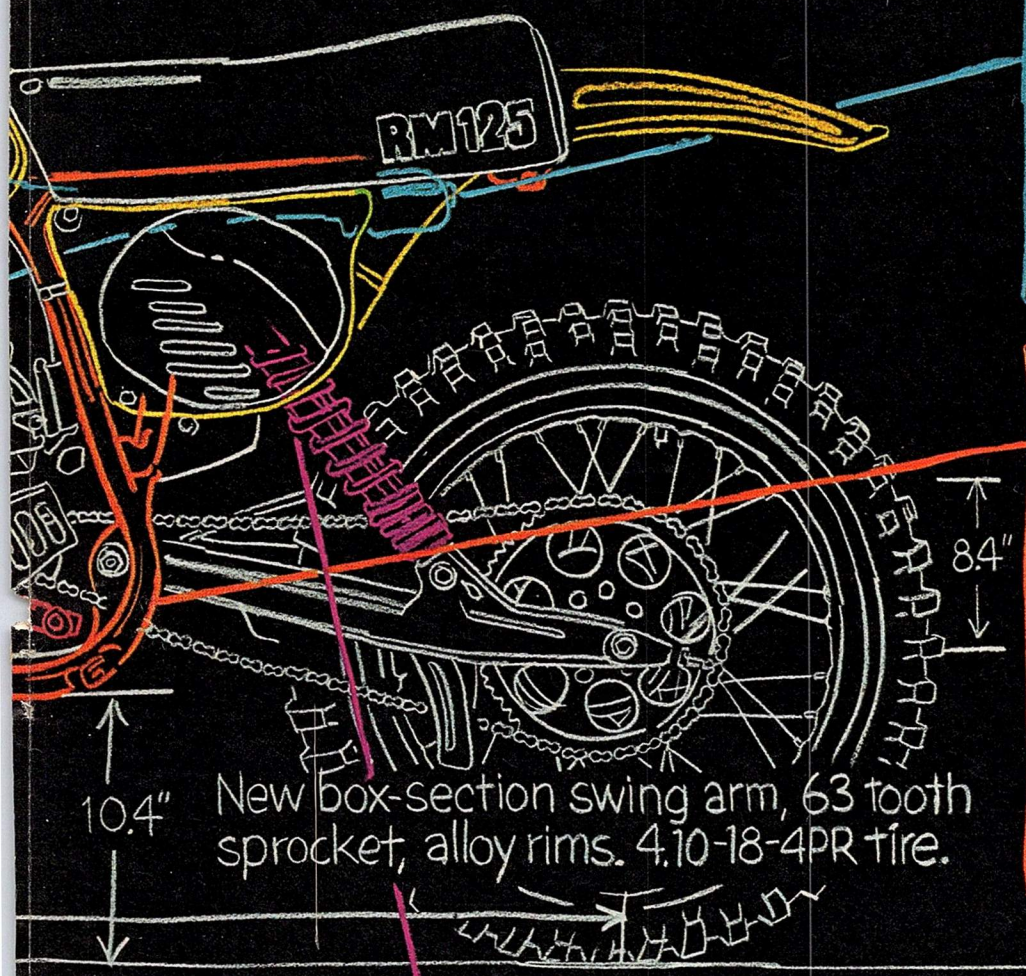

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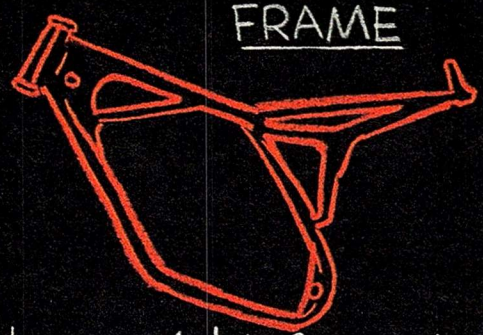

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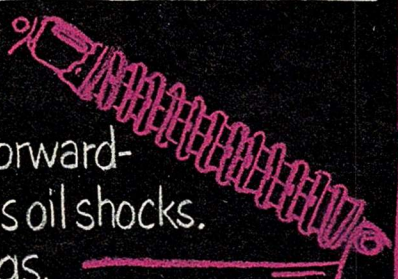

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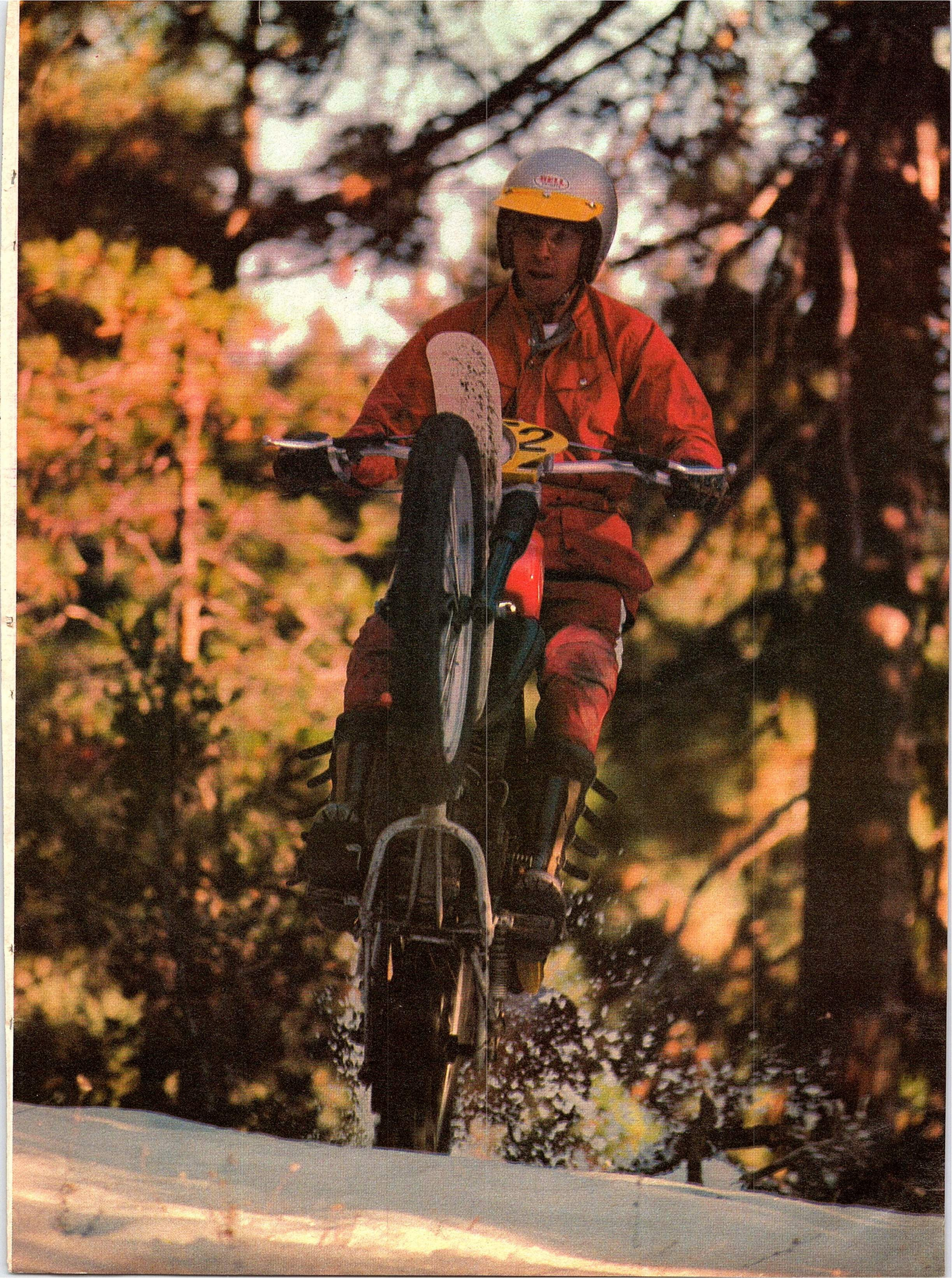
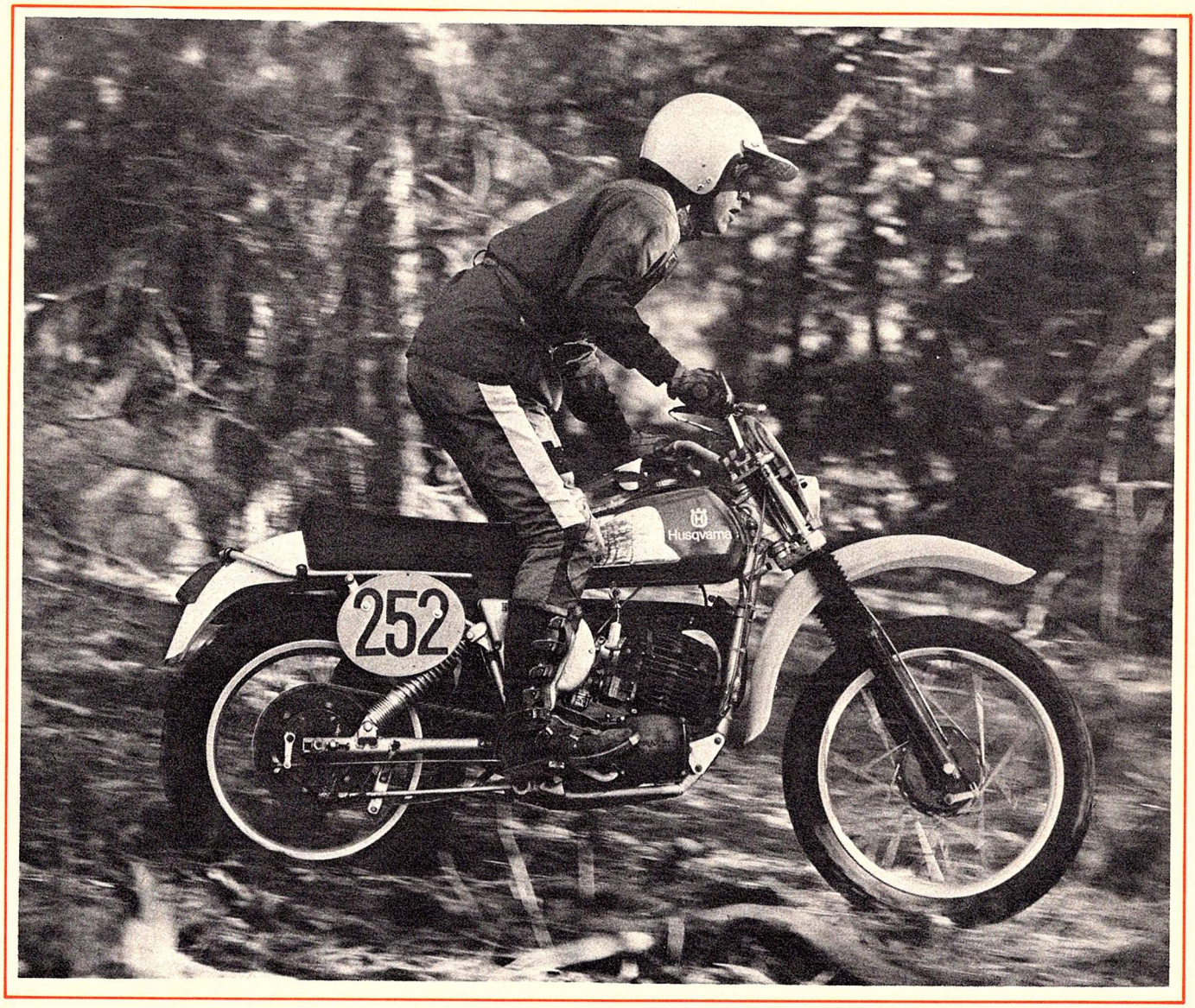
Malcolm Smith explained it to us: "People have a lot of misconceptions about the International Six Days Trials, about the bikes, and about the riders. They assume that the bikes are huge, reliable, unbreakable tractors. They aren't torquers; they're rocketships. And the speed at the Six Days isn't anything like an enduro at all. This year you just couldn't do the third and fourth days at an enduro pace. It was impossible. Look at the guys on the other teams. Testori and Andreini are Italian national motocross riders and Jiri Stodulka, the Czech, rode grand prix motocross last year in the 500 class."

Turns out that the people on the European Six Days teams are just as fast, just as talented and just as experienced as the European moto-





crossers you've been hearing about for the last decade. Only you don't hear about these guys because we haven't imported *Gelandesport* like we did motocross.

The word means "cross-country run" and the closest thing we have to it are the Two Day Qualifiers we use to select our ISDT riders. Not so in Europe; they've got One Day Trials, national Two Dayers, and national and European Championship Three Day Trials.

If we did have a national system of Endurance Trials in the U.S., we wouldn't be going to the ISDT each year with the odds against us. All the Europeans use this network of endurance events with ISDT rules to train their riders and their support crews. Some of the Eastern European teams, like the Czechs, are even funded by their governments. They take the ISDT as seriously as they do the Olympics, and it shows. Malcolm says the Czechs are still tops: "They have the best support — not a lot of people, but they all know what they're doing."

Despite competition like that, we're getting there. "When we first went to the Six Days, we had ill-prepared crap motorcycles," Malcolm told us. "Now we're in the top ranks, with the best bikes, good prep and support. Now we're respected; we were laughed at in Sweden in 1966."

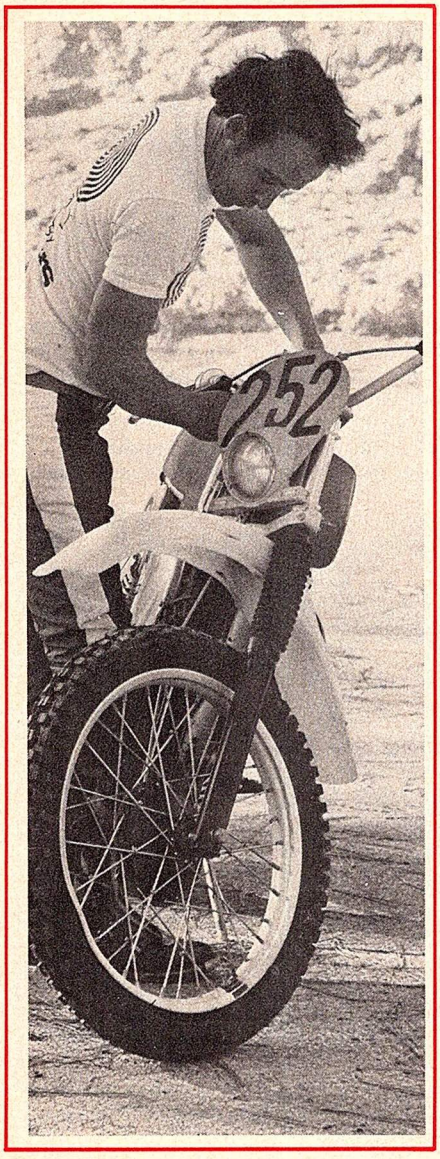
So we have some of the best bikes now, even if we don't have the background of endurance trials championships and experienced support personnel. But at this point, even team successes are the result of stellar individual performances; only people like Malcolm Smith, Jackie Penton and Carl Cranke keep our national honor as high as it is.

It's a lot easier to explain a motorcycle than it is to explain a person, so when Malcolm and Carl offered to let us ride their machines, we seized the opportunity as if it were a can of cold beer after a 200-mile run over the moors of the Isle of Man.

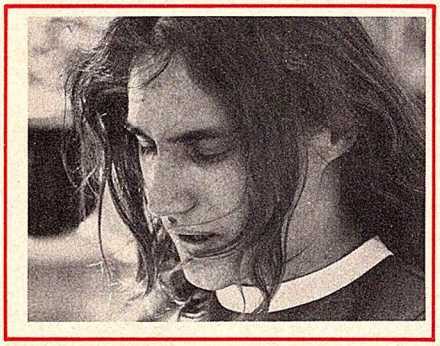
What makes a good ISDT bike? Malcolm thinks that fast, tractable power is essential; "It can come on hard, but it better pull down low."

And Malcolm's Gold Medal Husqvarna *is* fast. George took it out on a long ride through the woods and over the mountains and came back saying that the power was beautiful, like a trials bike below 4500 rpm and a GP motocrossing Husky over 4500. He went on: "It pulls like a tractor down low and moves out like a motocrosser on top — even at 7000 feet, where you're bound to lose a little poop. It was obvious that it had plenty of what it takes to do the job. All that power and remarkably little noise. Very nice."

Yes, he was impressed, and so was

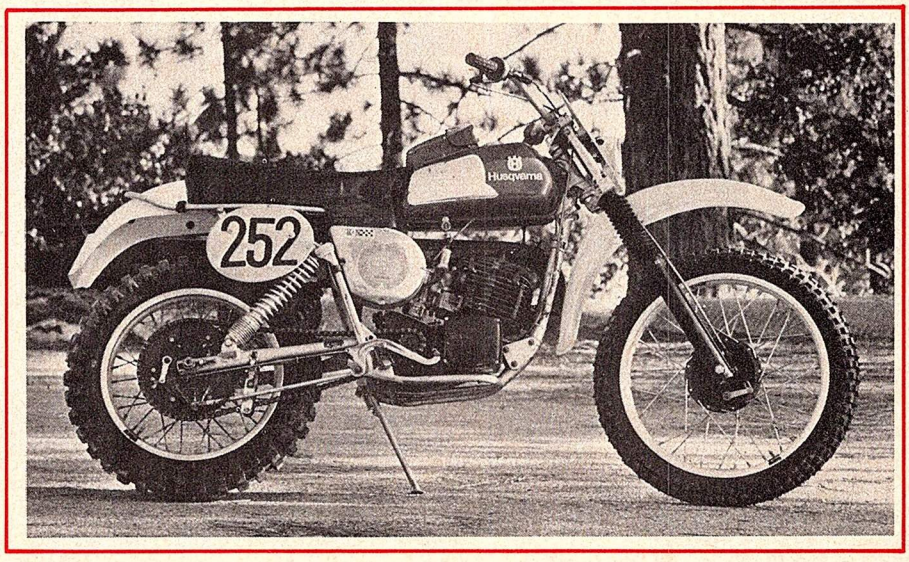


Rider comfort is essential; Malcolm says if you're not dry and warm, you won't make it. He uses his own Malcolm Smith Gold Medal riding jacket, leathers, boots and gloves. Bell helmet and Uvex goggles are his other choices.



For Six Days Carl uses Hi-Point leather and nylon pants, Hi-Point boots with the trials sole, and Hi-Point gloves. Jacket is a Malcolm Smith, helmet is Bell, and goggles change with conditions: Uvex for dust, Scott or Barufaldi in the dry, and Hi-Point glasses in the wet. He's also turned on to the Simon Says Yes louvered visor so that his helmet will stay put at speed.

Chet when he got to ride Carl Cranke's Six Day Penton. He ran it for the best part of two days in the mountains of northern California: "Blue Two moves out at the bottom with a steady pull that just gathers speed, even uphill, and then it comes on the pipe! From that point on, it's a rocketship, easily the equal of a big-bore MX Yamaha or Suzuki on acceleration. It feels most like the V-75 Montesa, a good carbureted rush that puts out more power than you can believe." Yep, he was impressed too. Incidentally, Blue Two is Carl's new Six Days mount, Old Blue was the Penton he used in 1974, and Black and Blue is a replica Carl built for Gary Martinczech. Once you spend as much time with your bike as Carl does, it has to have a name.



Details on Malcolm's Husky included his toolbag, Preston Petty fenders and number plate/headlight, and half-inch-diameter chrome moly bars welded 3/8-inch from the engine to protect it.

Most of what comes out of the Penton and Husky motors is a result of fine tuning, not extensive modifications, though both Carl and Malcolm make sure that ports are cleaned and matched. Carl constructed a new pipe for his Penton with power in mind; he also did all the cylinder work for the Penton Trophy team and their bikes won the acceleration tests in their classes. Jackie Penton's was faster than the factory KTMs and Carl guessed that his was the fastest bike that finished the Trial.

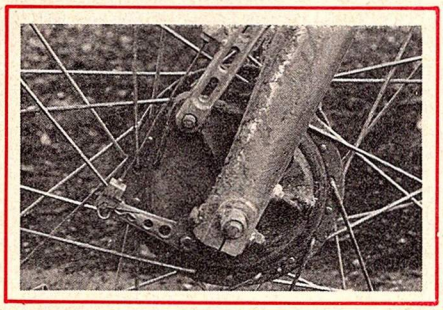
Next in the formula for a good ISDT mount is gearing. There has to be a low low, a good spread, and a high top gear. There's never any room for shifting up and falling off the powerband in the Six Days, and still these bikes have to be able to negotiate one-foot-wide steep trails and special tests at motocross or road race speeds.

To accomplish this, Malcolm kept the first four gears in his Husky CR transmission and then added fifth and sixth from a WR. Since the Penton's powerband matches its six-speed gearbox, Carl didn't have to change his machine.

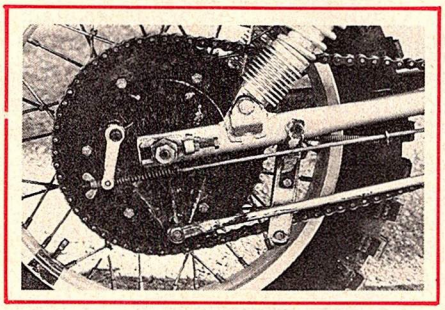
Suspension is important on a good ISDT Six Days bike. It has to be comfortable; it cannot be tiring. If the rider position is awkward, you won't make it. Malcolm reported that suspension was especially important this year. "The heath was full of ruts and holes you couldn't see; a two-year-old suspension design wouldn't have let you finish on Gold." Both Malcolm and the entire Penton team used Konis that Carl built.

Before we get to the details on the bikes, there's one thing that both Carl and Malcolm repeatedly stressed: You absolutely must do your own work. Carl insists that you must treat your machine like a lover. The Six Days rider asks a lot from his bike and he can't get it without investing his time and energy into making everything perfect, nor can he fix something quickly and correctly without already having spent hours and days working on his bike.

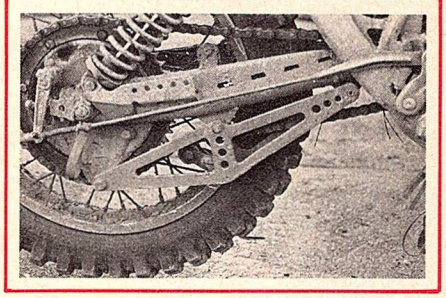
This ties in with the last major requirement for an ISDT bike. It applies directly to Endurance Trials and to enduros, as well as to any race with pit stops like a grand prix or desert race. The bike must be easy to work on.



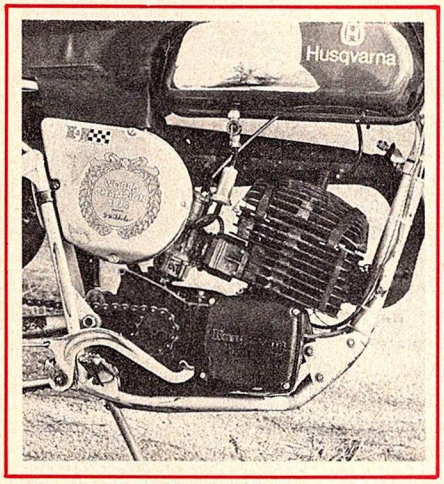
Carl Cranke has his tire changing down. His records so far are two minutes and 25 seconds (front) and three minutes, 15 seconds (rear). His system includes his rider's wrench, reversing the Penton's brake arm, using a slip pin on it and no nut on the anchor arm, punching the wheel spacers so they won't fall out, using three tire irons, and the accessory centerstand that lifts either end of the Penton.



Malcolm uses black CT Alloy rear sprockets that his shop sells and a hardened steel countershaft sprocket. Litton chain, the kind with the O-rings, is his choice: "It's expensive, but you only have to adjust the chain once a day."



Alloy chain tensioner is high zoot. Note use of rubber bands instead of springs on the centerstand and the brake rod. The Penton team used hardened steel rear sprockets that were heat-treated by Penton R&D. Chain is Renolds' superbike chain, not on the market yet.



Note the exposed countershaft sprocket and toothed pegs. Careful attention must be paid to waterproofing. The shroud around the air box and the spark plug cap are Malcolm Smith Gold Medal items. Rubber banded fins are for quiet.

On Blue Two, Preston Pettys were used in the ISDT; blue plastic gas tank wasn't. Carl says that even gas caps are important. It has to be attached so that when you let go of it, it doesn't fall on the ground.

If you pull off a wheel to fix a flat and 16 spacers and bearings fall on the ground, you're doomed. If you can't get to your spark plug without a six-piece wrench, you're in trouble.

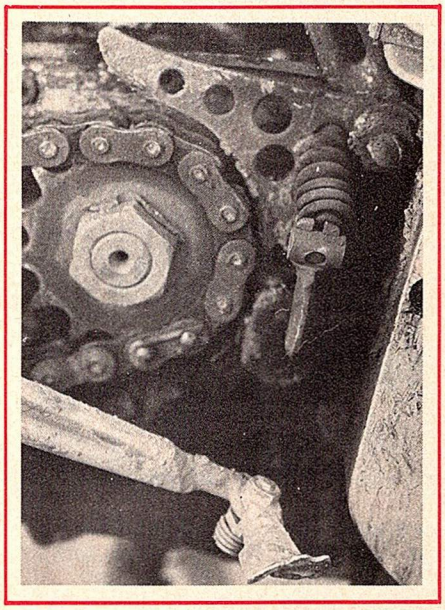
Every ISDT rider goes over his bike constantly, either repairing something or just pulling apart things to check them out. As he does, he reroutes cables, replaces some springs with rubber bands, and tosses extraneous washers and nuts. Where a part is connected so that two wrenches are necessary, one nut gets welded on; where a spring might break and let something drag, rubber is the replacement. Some of these tricks are pretty esoteric, and none of them would be possible without absolute familiarity with the machine. Switching brands or letting someone else do your work will set your fast maintenance times back a year.

With that admonition, on to the hot setups.

ENGINE

Both the Husky and the Penton have had their displacements reduced to qualify for the FIM 350cc class. Malcolm used parts from a standard Husky 400 and some specials, but Carl used a special one-millimeter-smaller cylinder to change from 357 to 348cc.

The engines were taken down; seals, Motoplats, clutches, etc. were checked. Carl never split the cases of the Penton, figuring nothing could go wrong there if the air box was secure. His '74 ISDT Penton is still running on its original piston and rings. Malcolm took his engine all the way down and installed a silver caged rod bearing and then pressed the crank further apart. He ran the bike afterward for 15 to 20 miles



Penton case is trimmed to expose the countershaft sprocket and clutch cable. Then the end of the cable is rubber covered. Using the Hi-Point universal shifter end on the brake pedal ensures that it won't get hooked and ripped off.

under 4000 rpm to work-harden the new parts.

Porting was moderate — like we said — but both bikes got new pipes. Carl's was designed with power in mind, but Malcolm was after quiet. He used a 250 Husky twin-wall pipe that has a fiberglass sandwich to reduce vibration noise. Then he cut and welded a stinger and added a Skyway silencer and rear pipe mount.

Electrics in both cases were modified by the addition of an extra-high-voltage coil. Malcolm also installed another ignition coil and plug-in connectors as a back-up. Carl added extra ground wires so if the high voltage coil bracket broke, he wouldn't burn the internals.

AIR BOX AND CARB

Air box leaks let in more than air; they destroy motors. Both riders paid special attention to carb mounting, carb boots and air boxes. This is a little more complicated on a Penton than on a Husky, so Carl carefully inspected and epoxied the plastic box; he used a Twin Air filter and Action Oil (available from Hi-Point), while Malcolm preferred a K&N filter because it's smaller than the stock Twin Air and wouldn't trap water in the box. Malcolm sells K&Ns.

Carburetors on both bikes were taken apart, cleaned and inspected for burrs. Malcolm bored his out 2mm because he finds it easier to jet after doing that. He also installed an air intake silencer.

It's impossible to overemphasize this part of the preparation. If you want your motor to live, you have to keep dirt out. And the jetting on these bikes was perfect in every range; that's where all that remarkable power comes from.

WHEELS AND TIRES

Sun rims seem to be the favorites lately; almost everyone uses them. Malcolm is convinced that they are the best you can get and consequently sells them in his shop; so does Hi-Point.

He used a Husky MX front wheel, a quick-change item, and laced up long Hallcraft's stainless spokes and ground off the excess. He used pins, not rimlocks, and ground off the sharp points on the pins on one side of the rim to facilitate tire changes.

Malcolm used special light Barum Six Day tires (which he also sells) on both ends, because they don't break when flat, are made from a particularly gummy compound, and weigh four pounds less than regular heavy-duty tires. Barum tubes go inside and where the stem pokes through the rim, Malcolm elongates the hole so the stems can't be ripped off the tube.

Cranke also uses Sun rims and no locks, but he prefers six-ply Metzeler tires and Six Day tubes, 4.50x18 rear and 3.00x21 up front — all available from Hi-Point. Detailing on the Penton includes Metzeler valve stem caps that keep mud and water out of the stem. Carl also elongates the valve stem rim hole as Malcolm does.

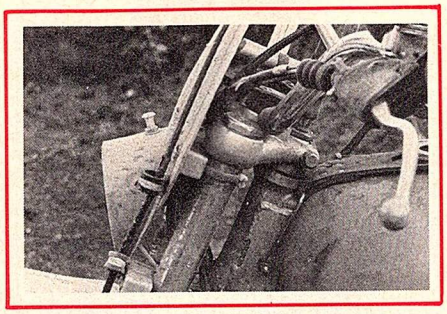
LEVERS AND CONTROLS

Carl Cranke's Penton has the stock bars and Magura levers on it; the only change he made here was to modify the bar clamps to take Allens instead of too many nuts and washers. He routes an extra Terry cable to the clutch and throttle and tapes them together — though Carl's only changed one cable in four ISDTs.

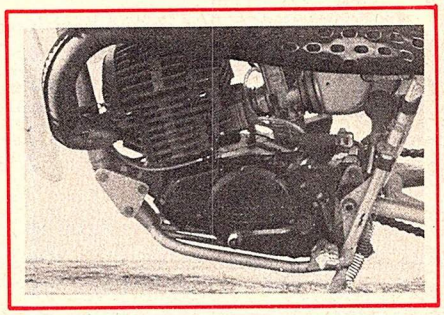
Blue Two's shifter and brake pedal, like the Terry cables, are available from Hi-Point. Both are hinged so a rock or stump can't clean them off. Actually, the brake pedal started life as a Hi-Point universal shift lever that Carl welded up to do extra duty.

Because he used to change brake shoes three times in a Trial, Carl uses Hi-Point brake seals in the hubs and machines a groove in the brake cam. With two O-rings as seals and a Zerk fitting (plus cap, of course), the cam and the shoes are protected from mud and water and the brakes never hang up.

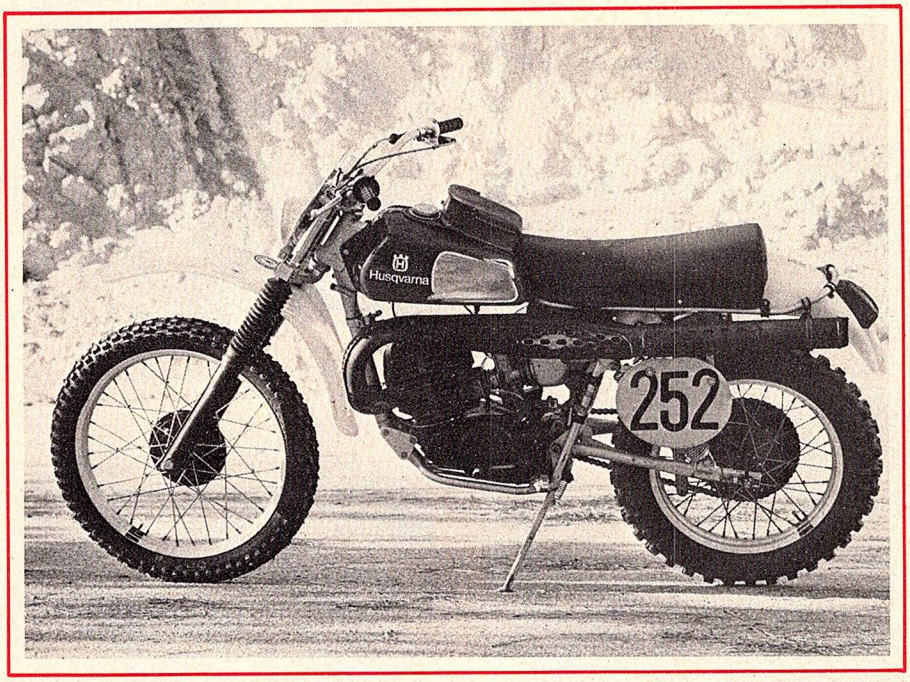
The grips on the ends of the handlebars are Pro grips that Malcolm sells. Malcolm uses them on his own J-bars (Husky bend) and stock cables. He substitutes Lakewood brake shoes to obviate changing brakes in the middle of the Trial.



The Cranke touch: push/pull switch on the PP light. A branch could move a toggle switch.



Malcolm shortened the kickstarter to get more spin. You can too if you've got good legs.



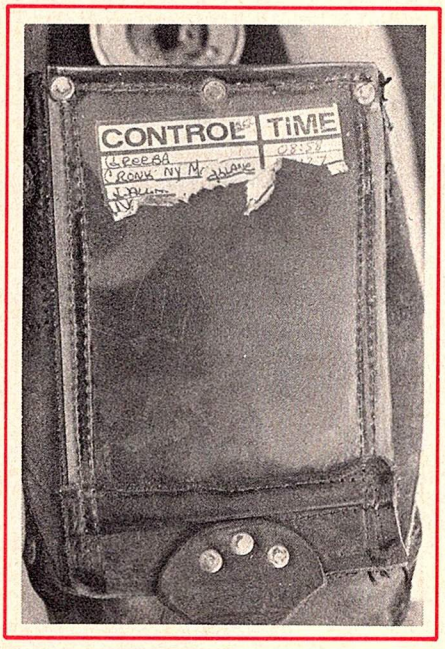
Paint on Malcolm's rims lets him spot the valve stem instantly. Every little bit helps.

Malcolm added teeth to the stock Husky footpegs and shortened his kickstarter by three inches: "It's hard to kick, but it turns the engine over fast."

SUSPENSION

Malcolm and Carl disassembled and checked their forks and then used early Honda scrambler seals and rubber fork boots during the ISDT. Carl used Hi-Point fork oil and Malcolm put Bel-Ray in his forks.

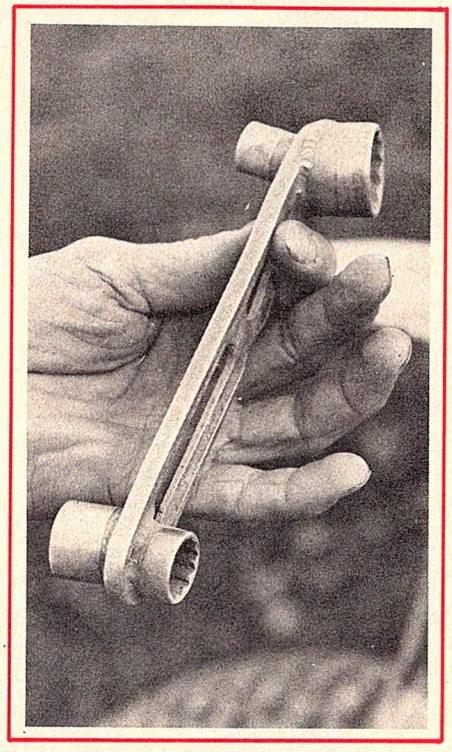
The back ends of both bikes were equipped with Koni shocks, with the spring mounts moved to accept long springs on Malcolm's. Carl built them using Bel-Ray LT-300 (in Poppy coolers for his and the Penton team's) and Malcolm is sold on them: "Absolutely a Koni or an S&W; everything else will wear out from the mud and then in the slow riding, they won't make it." He also will sell you a pair.



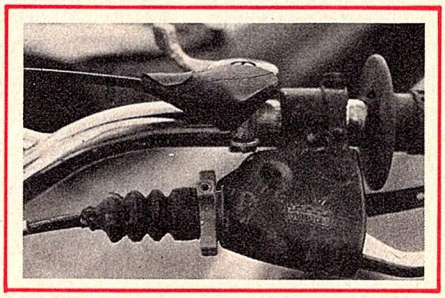
Carl's toolbag is Hi-Point, of course. Gas cap is Preston's.

Malcolm made two other changes to his Husky; he used the special fork crowns he sells that draw the tubes back 7mm — the same modification that the Husky motocross team makes. They're better for everything except fast desert racing, Malcolm says.

Then he also used a special swingarm bushing because the stockers wear as the engine shakes. That's a $25 modification at his shop or $90 for a chrome moly arm with sealed needle bearings already built in.



There's Carl's rider's wrench. You need one too.



Magura levers, doubled cables, stock Penton bars, Pro grips from Malcolm Smith and trick little cover for the Bing's choke lever.

The suspension works; George couldn't fault it and said it kept you going in the planned direction no matter what went under the wheels. Carl's suspension worked too, though Chet complained about the seat. Carl replied that he didn't sit down so much, so he'd never noticed any problem.

TOOLS

In the rarefied competition of the International Six Days Trial, getting the edge can depend on some very subtle tricks. Time is the commodity you spend or gain and it's the criterion by which you're judged. You can accumulate time by fast riding and lose it with slow fixing. That won't happen with the best Six Days riders. People like Malcolm Smith and Carl Cranke apply experience and intelligence to all parts of their ISDT efforts. And that includes the tools they use. Malcolm has one handmade wrench that he can use to adjust the chain, tighten the steering head and take off both wheels. His tire irons have a 13mm head and a chain breaker welded on them. Spacers on the wheels of his Husky are wired so that they cannot drop on the ground and disappear. He carries a tube and a Webco CO2 cartridge to fix flats.

Like Malcolm's, Carl Cranke's tool kit is the result of experience. Carl's rider's wrench has evolved over four years until now it has the right sockets, the right lengths and the right angles on it to take off both wheels, tighten the engine mounts, remove the seat and tank, tighten the shock mounts or drain and refill the gearbox. In short, the rider's wrench fits every accessible nut and bolt on the bike.

Besides the wrench, Carl carries a spark plug, a master link, a spoke wrench, and a 10—13mm open-end wrench in his riding jacket. A spare tube is looped over the belt of the jacket. On the bike is the rider's wrench, a giant screwdriver, a plug wrench and a bunch of rubber bands. Inside the Hi-Point tank bag there are three tire irons, three open-end wrenches (10-11, 13-17, 17-19mm), a pair of pliers, and 5, 6, and 8mm Allen wrenches.

Preparation like this pays. Neither Malcolm or Carl has ever failed to finish the ISDT. Malcolm has ridden eight ISDTs on Husky; that's about 200 miles a day for 48 days, and he has never had a mechanical.

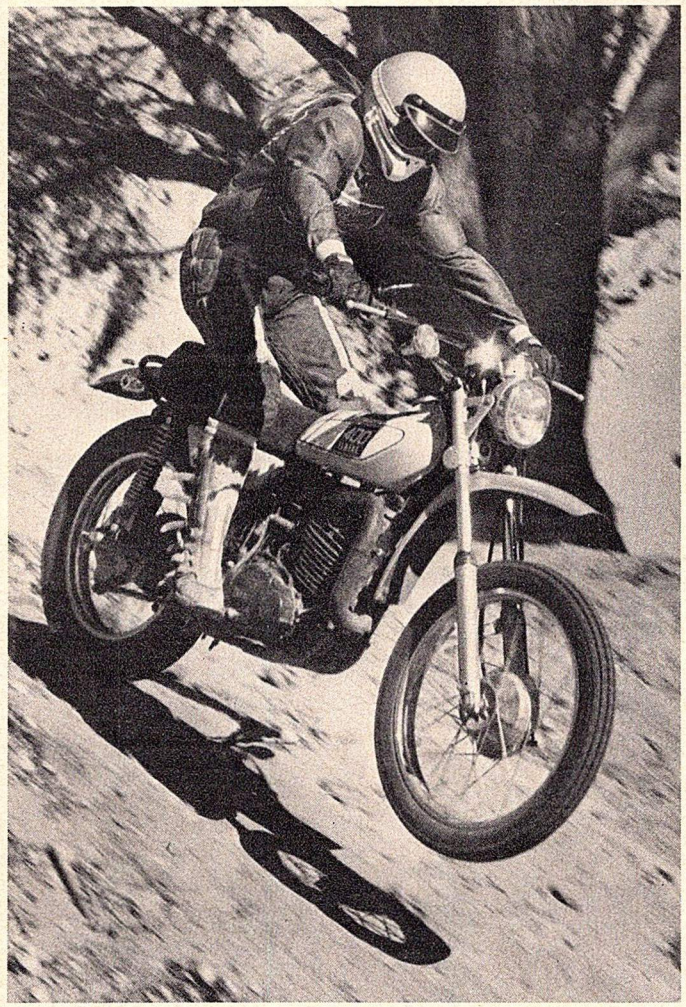
ADDRESSES

Most of the equipment Malcolm and Carl use is readily available. Malcolm sells a lot of it through Malcolm Smith Racing Products (1689 W. LaCadena Dr., Riverside, California 92501); most of the rest is available from Hi-Point Accessories (9604 Oats Dr., Sacramento, California 95827) or Penton Imports (3709 W. Erie Ave., Lorain, Ohio 44053). The few products that neither Malcolm nor Hi-Point sells are Poppys (820 N. Hollywood Way, Burbank, California 91505), the Hallcraft's spokes (244 Millar Ave., El Cajon, California 92020), and the Lakewood Cycle brake shoes (7425 Fulton Ave., North Hollywood, California 91605).

Go to it, but remember, everything works better with your own personal touch.

BIG BORE SHOOTOUT

YAMAHA DT400C vs. HONDA XL350K2



Hot diggedy. A big-bore street enduro shootout. A lot of people out there like big-bore street enduros. So we rounded up all the bikes. All two? Maybe you didn't hear that Kawasaki dropped the 350 Bighorn. And the new Suzuki TS400 was still a couple of months away from our shores. So that left us with the two most popular units, the Yamaha and the Honda.

UPDATING THE DT400

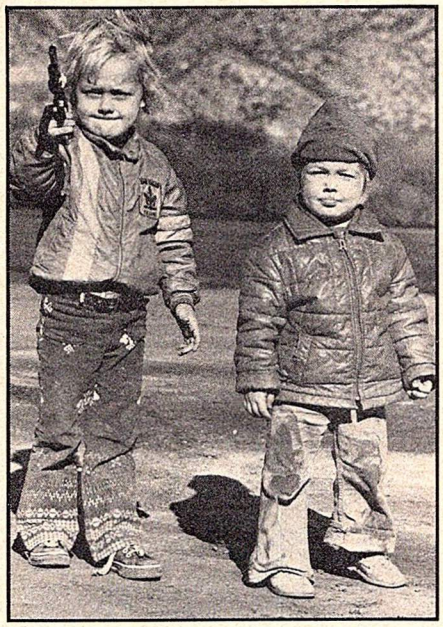
Reshaped gas tank, same fuel capacity. Quieter silencing. Voltage regulator prevents blowing headlight if battery level is low.

UPDATING THE XL350

Tucked in up-pipe replacing the old downpipe. Ground clearance increased by almost two inches. Fork travel increased to 7.1 inches, new shocks with longer 4.1-inch travel. Center ported cylinder head for better flow. Increased fuel capacity with vented cap. Easy-to-reach externally located (clamped on left rear frame tube) MR250 toolbox. Larger skid plate. Redesigned rear brake cable system. Wider, flexible fenders. Dual (open/close) throttle cables. Crankcase breather system for water protection. Rubber-cushioned steel footpegs. Passenger pegs. Seat strap. Footpegs were lowered, head angle was increased, trail reduced and weight upped ten pounds. Third gear was beefed up to accommodate the big-bore kit guys.

TITANIC TRAFFICATORS

by the staff of DIRT BIKE



"I'm Erik and this is Karl. We are here to introduce this shootout. That's why I'm waving this silly gun. You all remember last year when DIRT BIKE tested the DT400, compared it to a (fast) moose and called it a Cafe Enduro. Well, we're here to see that doesn't happen again. Lucky thing, too. They were going to start this test off with something like: why, with one of these you can almost go dirt riding. But none of that this year. We're going to compare the bikes to each other instead of some mythical 190-pound 500cc trailbike. This way you'll find out which is the better moose, er, motorcycle."

COMPARATIVE-TYPE MUTTERINGS

As you can surmise from reading the preceding two paragraphs (you know, the black symbols used to fill the space between pictures — don't move your lips), Yamaha elected to go with pretty much the same model they introduced with the '75 model line. After all, it was dubbed a Dual Purpose Wonder and the Best Big Bore Enduro. We even begrudgingly admitted (in the World's Best Bikes Poll in January) that it was the best of the batch, but a bad batch at that for serious dirt riding. You know the score by now — the old Street Enduro versus True Dirt Machine and the twain never meets.

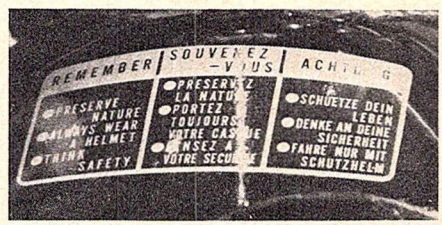
Honda obviously decided it was time to make some changes in the XL introduced about three years ago. They've done a lot: increased travel, changed shocks, altered geometry, narrowed the bike, and kept it whisper-quiet.

Pavement testing included looking for concrete berms. Jim couldn't find any, but still stuffed the big-bores into the directional changes. Which brings us to chassis geometry. The DT's wheelbase is a quarter-inch longer at 55¾. The DT's head angle is 30.5 degrees, the same as the old XL's. The '76 XL was changed to 31.5 degrees. Honda also reduced trail .2-inch to 5.5. Both bikes measure an identical 16.8 inches from swingarm pivot to rear axle. DT ground clearance measures 8.6 inches. The XL's clearance was raised to 9.3 inches for '76. The old bikes had 7.5. The ever-popular front axle to crank center measurement reveals 27-1/8 inches for the DT and 28-1/2 inches for the XL. Honda lowered the footpegs over an inch this year, most likely to offset raising the ground clearance. New peg height is 11.8 inches, still slightly higher than the DT. Weight distribution is close: 43/57 for the Yamaha, 42.5/57.5 for the Honda. Weight with a gallon of gas: Yamaha 283, Honda 321. That's a ten-pound increase for the XL, DT avoirdupois wasn't changed.

Checking suspension was a more pleasant task on the pavement. The XL has more travel, a 7.1 to 6.3-inch advantage with the forks, a 4.1 to 3.2-inch advantage with the shocks. Extra 35 pounds of XL weight obliterates any travel advantage. The suspension just can't handle all the weight over rougher ground. It's hard to tell if the DT suspension components are really better or just seem that way because they have less weight to work with. Regardless, the DT can be ridden with more confidence over bumps.

What's a shootout without some drag racing? Here's Zeal putting it to Erik, but DT comes off the line quicker than XL. Results would probably be closer at a quarter-mile drag strip, but this isn't DRAG BIKE Magazine. What's a drag race without a racer in drag? We asked Zeal to bring a suit and tie and see if he could find a dress. He had the dress, couldn't find a suit and tie.

Move over, John and Kookie, Jr. Here come Trick and Erik the Wonder Boy. Trick appeared courtesy of Jeff Blix.



Second and third German reminders were erroneously switched. French translates as: preserve nature, carry always your helmet, and think of your safety. German: protect your life, think of your safety, drive only with helmet. Honda left off Swedish sticker. It reads: OBS, bevara naturen, anvand alltid skyddshjalm, kor forsiktigt. Alternative English: Lis'en up. Keep off the grass. Use your skid lid, squid. Like, you know, ponder personal preservation.

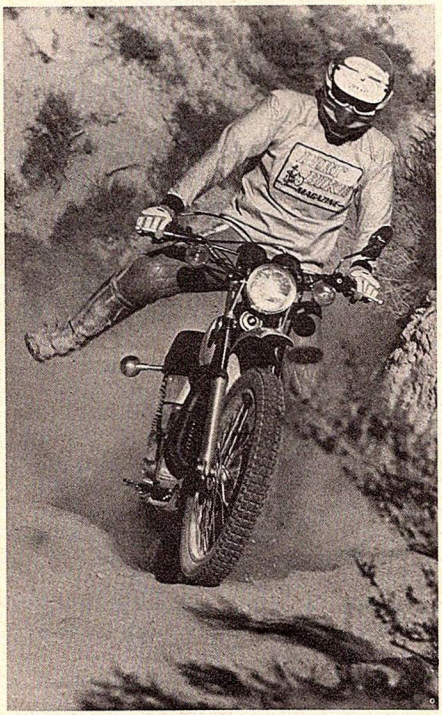
Economical considerations. Price and Warranty. Honda $1192/six months or 6000 miles. Yamaha $1249/four months or 6000 miles.

We know of no major reliability complaints for either bike. Guess that's one of the reasons so many people buy 'em. Both stand for pour gas and oil in them and go riding and remember to spray some oil on the chain every six months or so and clean that foam thing under the seat before first snowfall performance. Both are big on those generally taken for granted niceties like easy starting, long plug life, always running even though you treat them like they belong to somebody else who you don't really like that much

GOODYEAR
BELL

"Look, Gunnar. No wonder it took so long to catch these bank robbers. They were riding a Honda."

The XL was better for piddling around in first gear. It would run without stalling as low as 1200 rpm in first gear. The DT got a little shaky much below 2000 rpm. Occasionally it would stall with no warning. With the XL in fourth gear you can drop the revs to 2000, putter around, then roll it on. It'll stutter until it builds revs, but won't stall. Both primary and drive ratios are lower on the XL, as is overall gearing for all five gears. XL overall ratios are: 23.4, 15.7, 11.6, 8.7, 7.0. DT ratios are: 19.3, 13.6, 9.9, 7.6, 5.8. Tooth count on DT is 14/40, XL is 15/45.

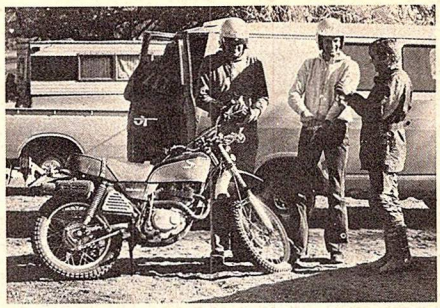


George, who hates trail riding unless it's on Malcolm's Husky, demonstrates his basic DT riding style. One dirt rider we know used a DT400 to train for the ISDT Qualifiers last year, and he rode it about 100 miles three times a week for a couple of months. He figured that if he could survive that he'd be in great shape on his Two Day bike. And in the end he admitted that the stripped DT wasn't all that bad. Training on it did help him earn a Qualifier Gold Medal, so maybe he has something there.

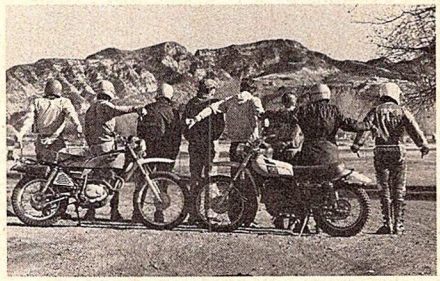
durability.

Punched-out XL350 engines endure and win in Baja; the standard bike offers a smooth, quiet, almost plush ride on the pavement. And the DT400 seems to have captured the fancy of big-bore enthusiasts who prefer a bit more dirtability. Why, you can almost look at either of these bikes and see your basic Chevy four-door sedan. Economical, dependable, solid, the nation's transporter, the bastion of the family's lifestyle. Chevy four-door sedans serve a definite purpose. Solid. Dependable. But didn't you ever dream a little about a Stingray?

Anyway, let's refresh our memory with a ride on the "Best Big Bore Enduro" and check out the updated Honda. As George said when he heard about all this: Oh, is it time to ride the DT again? I haven't been hurt for a while." But don't let that put you off. He doesn't like anything that can't be spelled with a Z.



Continuing Swedish infiltration of American motorcycling. Bengt (left) and Bjorn Lindgren. Comments, after translation. "We like the DT better because of the motor and the lighter weight. We both prefer the XL for the street. Pssst, Chet, what does yumpin' yimminy really mean?"



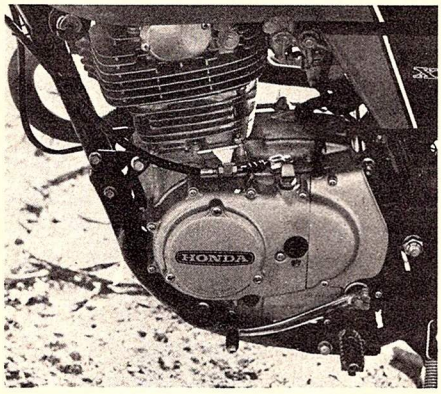
C'mon, fellows. You have to ride these bikes. How are we going to do this test? George, leave that RM alone. Gunnar, you can fool around with the YZ air forks later. Where's Len, doing figure eights again? Chet and Zeal are out in the bullrushes with the modified MR175s. Wonderful. Don, stop messin' with that desert project bike. You say Jim's working on the TT500. Lessee. Bill's in Hawaii, Doug's in Colorado and Tom's home helping his mom with the chocolate chip cookies. How about Bengt and Bjorn? Anybody? Pllleeeeeease.

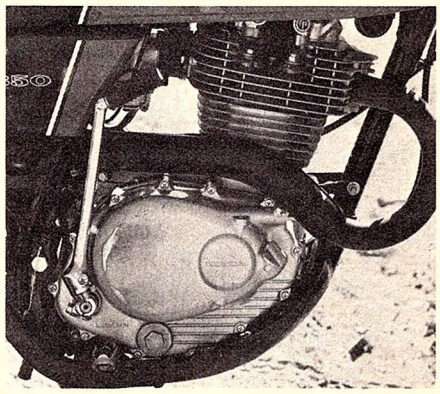
SPECIAL
WHAT OUR OPINIONATED
(SPOILED ROTTEN BY THE
LATEST ZOOT RACERS)
STAFFERS AND TEST RIDERS
REALLY SAID ABOUT THE BIKES
SUPPLEMENT

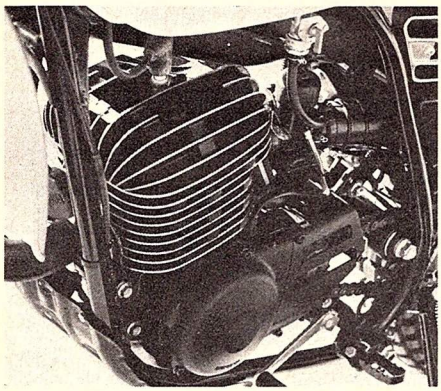
"My opinion of the DT is that I don't want to ride it, but it's better than the XL. After I got used to the DT brakes they were still bad. The engine is good if you don't lug it, then it stalls. The front and rear bottomed, it twitches and I hurt my neck. But I don't feel qualified to evaluate these bikes, I'm not strong enough to ride them."

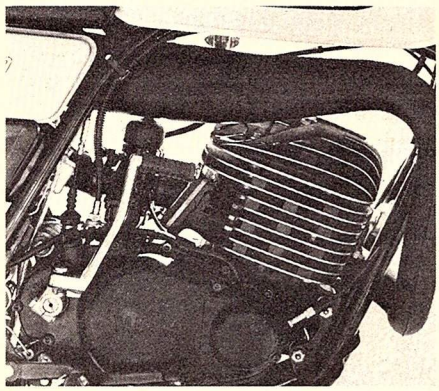
"The more I ride the XL the more I appreciate the excellent brakes. It feels plush on a smooth fireroad, but

"Hi, it's me again. Remember last year when I told you the DT400 was the best big-bore enduro you could buy? Or was that the biggest bore? Maybe I meant the 400 Hindenburg. I never wear a raincoat. Am I in the wrong magazine?

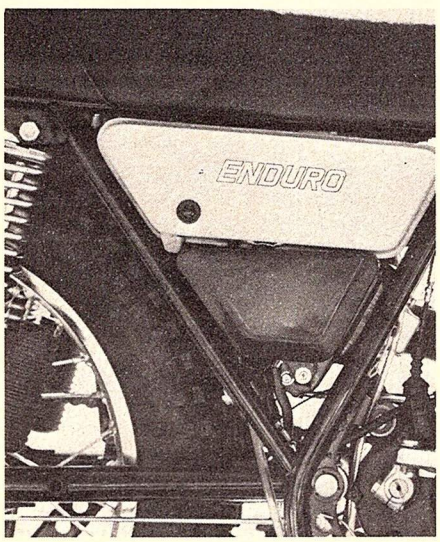






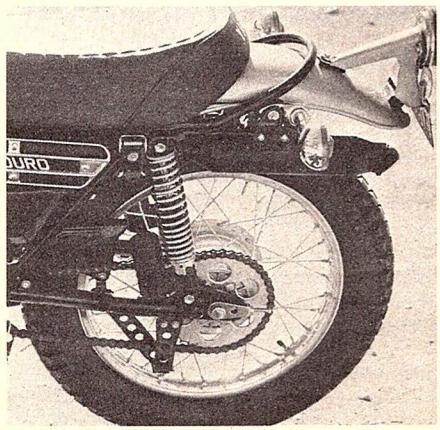


Your basic powerplant comparison. Both bikes use 32mm carburetion. Mikuni for the DT, Keihin for the Honda. The DT has an 85x70 configuration, 397cc displacement; the Honda, 79x71 for 348cc. XL compression is 8.5:1, DT is 6.4:1. The XL redlines at 7500 rpm, the DT at 7000. CD ignition for the DT, points for the XL. Yamaha International suggested a jetting change from standard that worked better for us. They went from a 170 to a 150 main jet to lean the top end, replaced the O8 needle jet with a richer P5, and lowered the needle one position from its standard middle setting. DT has automatic compression release for simpler starting. Both bikes have folding, spring-loaded, serrated footpegs and passenger pegs. The XL bash plate is better. It offers more side protection and covers the entire engine bottom. The DT plate exposes the rear portion of the engine. Both pipes are tucked in out of the way. XL has a rubber doohickey attached to the kickstand.

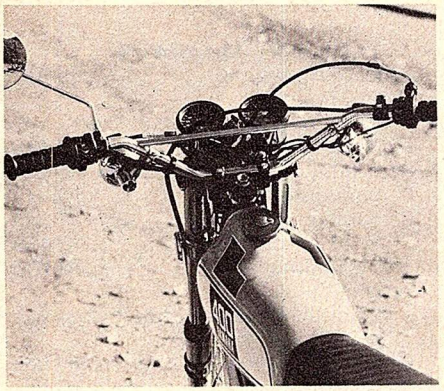


DT has two pop-off-type side panels on both sides. To service air cleaner remove the lower right side panel, move the wiring connections to one side and remove three Phillips bolts. You'll find a fuzzy triangular filter wrapped around a plastic skeleton. Steel air box is sealed. Combination helmet holder and seat lock are on left side. CDI box is behind lower left pop-off panel. Seat flips up on hinges, revealing battery, oil compartment, tool kit and two layout diagrams. Air box rubber breathing intake is just below steel plate tool kit is strapped to.

Jim will race anything. Right now he's lining up a race between a motorized Kick 'n' Go and a Kelvinator, the old ice power versus lightweight handling go-round.



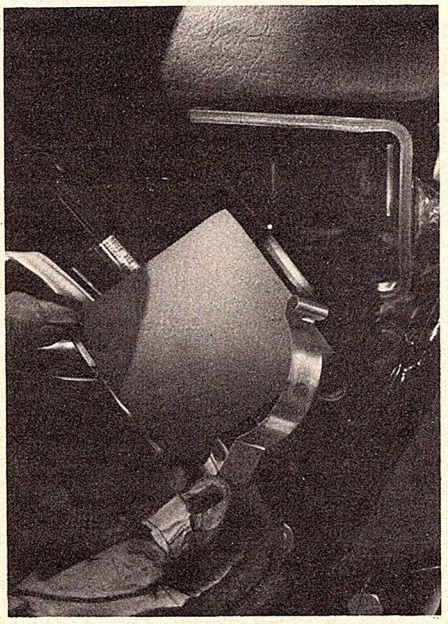
Rear brake is cable-operated on XL, rod-operated on DT. Yamaha rear brake is usual easy lockup. D.I.D alloy rims on the Honda, Takasago steel on the Yamaha. The Honda doesn't have rimlocks. Yamaha uses Dunlop rubber, Honda Bridgestone. Honda buddy pegs have flexible protector. XL rear fender is plastic, lights are rubber-mounted. Yamaha uses a steel rear fender. Both bikes have plastic front fenders. Both bikes have helmet locks. Yamaha's also doubles as catch to release flip-up hinged saddle.



DT ignition is located between the instruments. XL's is in usual left side under the tank location. DT kill system uses a slide-type switch just in from right-hand grip. XL uses same location, but has a red-colored switch. Yamaha gas cap can be locked, has no breather. XL cap has breather but no lock. DT tank holds 2.4 gallons, XL 2.5 gallons. Both bikes have fork locks. Yamaha bars sweep back more, most preferred

Honda bars and grips. Yamaha front turn signals are clamped to the handlebars; XL trafficators are attached to arms off the rubber-mounted headlight. Honda's rear signals are rubber-mounted. DT choke is located on the carb, XL is plunger-type located between the instruments. Both odometers are tenths resettable, the Honda has an on switch to prove it's working.

XL right side panel is held by three prongs. Pop out two and pivot it out of the way to get to air box. Remove two wing nuts. Pull out the tension device and the canister-mounted foam filter



can be slipped out. Air box is sealed, air is delivered through circuitous air channel. Left panel covers wiring connections. Two 12mm bolts secure seat. Battery is under seat.

get it in the bumps and the front end goes any old way."

"With a bike as powerful and fast and yet as quiet as the DT400 it's reassuring to know that there's a horn that always works to warn those riders you're coming up on. Hard braking on choppy ground makes the front end dance and flip around. The DT is a lot faster than the XL, you can break the rear wheel loose. I'd pick the DT for an enduro because yellow looks faster."

"The XL front end knifes a bit. The footpegs should be rubber to discourage dirt riding. The rear springs could use some shocks. I'd rather have my old 305 than four of these."

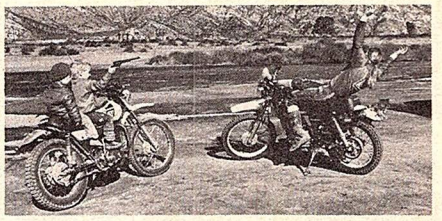
"The DT actually feels fast and light if you get on it right after riding the XL. For about 30 seconds."

"The power's there with the DT. When we were having that follow-the-leader trail race I could stay with the TT500 that Jeff was riding. I really had to concentrate and make no mistakes, but the power was there. The DT will probably run forever. There's some dead weight there that can be removed for dirt riding."

"The XL is a nice big ol' Cadillac for the retired non-rider. Keep it on the streets and fireroads. I know some guys who try to campaign them in national enduros. Oh, man. Give 'em a medal. Don't ever shut off the throttle with the XL in sand. The front end will bury or flip-flop. It'll always start — upside down, backwards, under water. It'd probably be fine for a family enduro — Dad on his 350 and the kids on XR75s. It's a very smooth bike in its proper element, but it bottomed umercifully at speed off the smooth stuff. If I had enough money I'd modify the XL over the DT. It has a quieter, probably more reliable long-distance engine. The DT would be easier and cheaper to modify for the typical garage rider."

"If I had to choose I'd take the DT for the dirt and the XL for the street. I don't really like either. I'd prefer something like a TT500 or an XL175 for that type of riding. El cheapo dirt mods would be easier and more beneficial with the DT. It's already lighter and has more power."

"Oh, man. They take a really good enduro engine and put it in this kind of chassis. Can't you just hear me calling up John Penton and telling him I broke my leg riding a Yamaha." Carl Cranke said it. And he didn't break his leg. Just his toe.



HUMONGARY AND CONCLUSION

Well, that's that for another year. Now we can get back to our dirt machines and an occasional foof bike. Bikes like the DT400 and the XL350 cannot be referred to as foof bikes, unlike other street enduros. Their obesity removes them from that realm.

Question put to our testers: If you had to ride one of these bikes stock in an enduro, which one would you pick? Answer from all, the DT. When we changed the question to permit modifications the unanimity vanished. But don't get the idea that the DT400 is that much more in the dirt than the XL. Both bikes are basically fireroad, easy trail, I'm gonna sit square in this saddle and chug up this big smooth

YAMAHA DT400C

Price (retail, approx.) $1249
Engine Type:
Seven-port reed valve, two-stroke, single-cylinder
Displacement 397cc
Bore and Stroke ..... 85mm x 70mm
Compression Ratio 6.4:1
Redline ..... 7000 rpm
Carburetion ..... 32mm Mikuni VM32SS
Jetting:
150 main, P5 needle jet, second from top clip position, 3.0 cutaway, 40 pilot, 2.5 air
Timing ..... 2.9 BTDC
Spark Plug ..... NGK B8ES
Clutch ..... Wet, multi-plate
Primary Drive ..... 2.67:1, helical gear
Transmission Ratios:
1) 2.53:1 (19.30 overall)
2) 1.79:1 (13.63)
3) 1.30:1 (9.94)
4) 1.00:1 (7.62)
5) 0.77:1 (5.84)
Final Drive:
2.86 ratio, D.I.D 520 DS chain
14-tooth countershaft
40-tooth rear sprocket
Air Filtration ..... Oiled foam
Electrical System ..... CDI magneto
Lubrication ..... Autolube injection
Recommended Fuel ..... Premium
Recommended Oil ..... Yamalube 2-cycle
Fuel Capacity ..... 9.1 liters (2.4 gallons)
Frame ..... Steel
Suspension:
16cm travel (6.3 inches) forks
8cm travel (3.15 inches) shocks
Wheels and Spokes:
Takasago steel, one front lock, two rear locks
Tires:
3.00x21 4-ply Dunlop trials
4.00x18 4-ply Dunlop trials
Dimensions:
Wheelbase ..... 141.6cm (55-3/4 inches)
Swingarm length 42.5cm (16-3/4 inches)
Ground Clearance. 21.9cm (8-5/8 inches)
Bars, width ..... 81.3cm (32 inches)
Bars, height ..... 110.5cm (43-1/2 inches)
Pegs, width ..... 48.9cm (19-1/4 inches)
Pegs, height ..... 29.2cm (11-1/2 inches)
Seat height ..... 83.3cm (32-3/4 inches)
Rake and trail ... 30.5 degrees; 5.3 inches
Weight:
123.4kg (272 pounds) dry claimed; 128.4kg (283 pounds) actual with one gallon of gas; 43 percent on front wheel, 57 percent on rear wheel
Brakes:
Front ..... Cable-operated
Rear ..... Rod-operated
Instruments:
Speedo with tenths resettable odometer, tachometer
Lights ..... Street-legal
Silencer ..... Yes
Spark Arrestor ..... USFS approved
Primary Kick ..... Yes
Warranty ..... Four months or 6000 miles
Parts Prices:
Piston assembly $28.72
Rings $9.40
Clutch cable $4.94
Cylinder $101.49
Shift lever $4.80
Brake pedal $8.00
Clutch lever $3.50

hill type performers. The DT can handle the rougher stuff better, but in the land of the blind the one-eyed man is king. Nobody was really enthusiastic about either machine other than as basic transportation.

If this was STREET/DIRT TRANSPORTATION Magazine we would probably be raving about both bikes, but it isn't and so we can't. But, at the same time that we admit to our own bias for fast, trim dirt machines with handles, we do allow that a portion of the market is interested in big-bore street/

Enduros. In that light we'd have to say the XL350 would be our first pick from all the dual-purpose machines if we were looking for a street bike.

Anyway, what's a shootout without every bike being a winner? Even if you have to dream up some special category to keep everyone happy. Classifications like best enduro/tourer or best sport streeter, or mightiest McDonald's machismo machine. Lessee. How about: best mostly street bike: the XL350. Best fireroad trailbike: The DT400. Best dirt machine: neither. We'd argue over which bike we'd modify for more demanding demands, probably settling on a Long Beach Honda conversion if we had lots of money.

Actually though, we'd really wait out the possible (probable?) XR350/400 Honda or buy a Yamaha TT500 and put lights on it. But a rose must remain . . . to each his own, so go ahead and buy a DT or XL if you've got your heart set on it. They should both prove to be hassle-free. Go hillclimbing. Enjoy them. Sorry we can't join you, we just remembered something else we'd rather do.

HONDA XL350-76

Price (retail, approx.) $1192
Engine Type:
OHC four-stroke, single-cylinder
Displacement 348cc
Bore and Stroke ..... 79mm x 71mm
Compression Ratio 8.5:1
Carburetion ..... 32mm Keihin
Spark Plug ..... NGK D8ES-L; NDx24ES
Engine Redline ..... 7500 rpm
Jetting:
120 main, 48 slow, needle fourth position from top
Clutch ..... Wet, multi-plate
Primary Drive 3.125:1
Transmission Ratios:
1) 2.50:1 (23.4 overall)
2) 1.67:1 (15.7)
3) 1.24:1 (11.6)
4) 0.93:1 (8.7)
5) 0.75:1 (7.0)
Final Drive:
3.00 ratio, 520 chain
15-tooth countershaft
45-tooth rear sprocket
Air Filtration:
Oiled foam canister; sealed air box
Electrical System:
Points, flywheel magneto
Lubrication ..... Wet sump
Recommended Fuel ..... Premium
Recommended Oil ..... Honda 4-stroke
Fuel Capacity ..... 9.5 liters (2.5 gallons)
Frame ..... Steel
Suspension:
18.1cm travel (7.1 inches) forks
10.5cm travel (4.1 inches) shocks
Wheels and Spokes:
D.I.D alloy, no rimlocks
Tires:
3.00x21, 4-ply Bridgestone trials
4.00x18, 4-ply Bridgestone trials
Dimensions:
Wheelbase ..... 141.0cm (55.5 inches)
Swingarm length .. 42.7cm (16.8 inches)
Ground clearance ... 23.5cm (9.3 inches)
Bars, width ..... 83.8cm (33 inches)
Bars, height ..... 106.7cm (42 inches)
Pegs, width ..... 50.8cm (20 inches)
Pegs, height ..... 30.0cm (11.8 inches)
Seat height ..... 86.0cm (33.9 inches)
Rake and trail ... 31.5 degrees; 5.5 inches
Weight:
142kg (313 pounds) dry claimed; 145.6kg (321 pounds) actual with one gallon of gas; 42.5 percent on front wheel, 57.5 percent on rear wheel
Brakes:
Front: 19.4-square-inch sweep area
Rear: 17.1-square-inch sweep area
Instruments:
Speedometer with tenths resettable odometer and on switch; tachometer
Lights ..... Street-legal
Silencer ..... Yes
Spark Arrestor ..... USFS approved
Primary Kick ..... Yes
Warranty ..... Six months or 6000 miles
Parts Prices:
Piston $10.90
Rings $8.30
Clutch cable $4.20
Cylinder $54.80
Shift lever $5.00
Brake pedal $10.60
Clutch lever $2.91

TECH TIPS

HUSKY GPers

by Gunnar Lindstrom

Husqvarna introduced a new line of motocross bikes in 1975 and they had an excellent first year. But with anything new, there are always things that should be improved. Some of this the factory has done themselves for the '76 models, some will follow later in the year, and still more will never be done, so you will have to fix it yourself. We are sure you will realize that not all of the mods we will discuss might work for you, so we will try to give you the background as we go along through the different subjects. Read and select the ones you know will work for you.

We'll start with the engines.

The 125 motor is probably the most reliable unit of the group. In all the time put on our test bike (Dec. '75 DB), which included the regular testing plus at least eight big-time desert events by Don, we haven't had a single problem with the motor, it hasn't been taken apart and it's still running strong. The rest of the bike has been equally impressive.

Don has registered two DNFs, one because of a broken chain and one from a flat tire. He feels that the bike is still in perfect shape for racing, and he only had a slight problem getting the front brake to work right because of its difficult routing from the hub up to the lever. The advice is to stay on top of things, lube the cable every week and keep it routed right, and guide it with cable ties so it doesn't form a loop in the middle. As for the rear brake, we found that it worked well enough for us, and we didn't want to change it like some we have seen. Look for more in the general section.

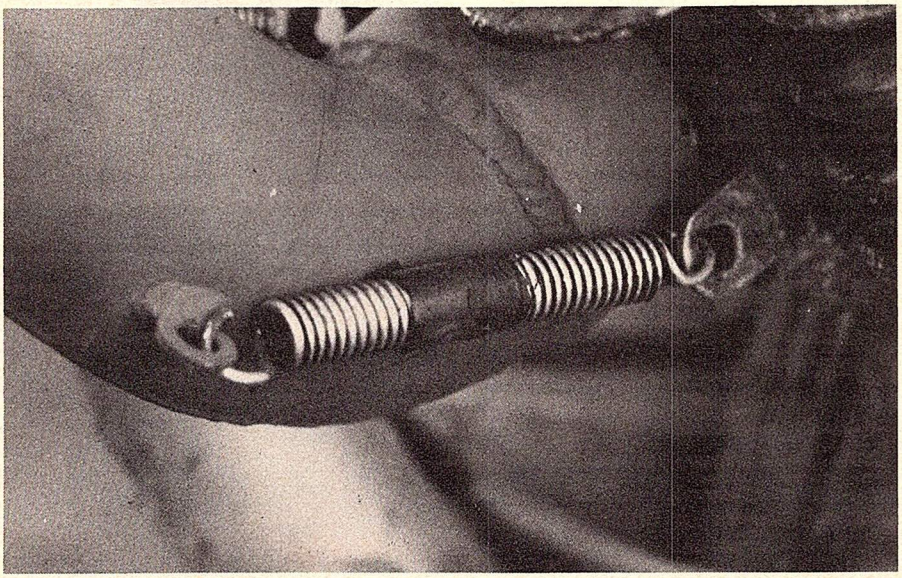
The 250. In the highly competitive 250 class, the Husky has had a hard time on the local scene since we tested it in the March issue. The Husky 250 engine is fairly bulletproof and deserves more recognition than it gets — just ask Kent Howerton, winner of three 250 nationals out of five in '75. Guess that's what the factory thinks too, after convincing Heikki that 250 is the class for him for '76. If your bike doesn't have it now, we recommend installing the lower end bearing that is stock for '76 to make it last as long as possible. It uses a silver-plated roller cage to absorb more heat and rpm before it burns up.

The 360. The 1975 Mikkola replica — or whatever you would call it, since all Huskys are called CRs — is the most successful of the models, but there are a few new developments that you should be aware of. The first batches of the new 360s were thought to have carburetion problems. Later the reason has been found to be excessive piston clearance and consequently, low compression. That's why the prototypes had worked fine in this respect. The solution at the time was to bore out the carb to 38mm, which just happened to help the carburetion. The final solution is a new piston grind and closer tolerances when setting up the cylinder after a bore job. The new type of piston is identified by an orange dot of paint under the piston crown, and should be given .0035-inch clearance as opposed to the earlier .0055. Pistons without this paint mark should not be used and have been discontinued by the Husky parts department. Use a #195 main and 3.18 needle jet as a base setting with the new piston and bore. The '76 360s will use a Motoplat pointless ignition. In case you would like to change, they will bolt right on your earlier 360.

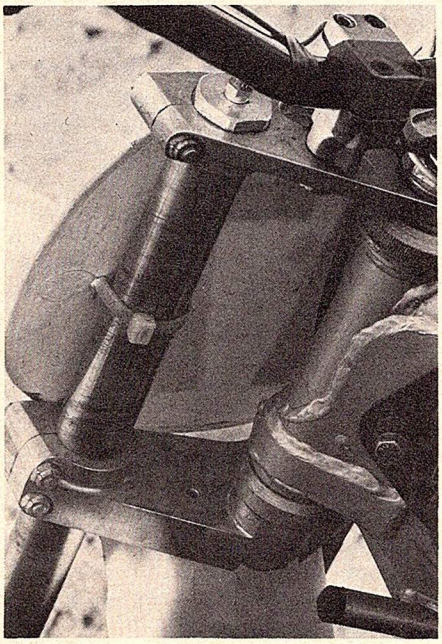
Husky will also gradually change over to a new carburetor brand. The R&D department has worked with people from Gurtner in France, and they have built a carb to Husky's specs. When used on the 360 this carb will be a 38mm. It is available from Husky dealers, along with the jets needed for tuning to different areas and conditions.

The silver-plated lower end bearing is of course also used on the 360 engine.

General stuff pertaining to Husky



Some tape around the exhaust pipe springs makes them heavier, so they won't vibrate off the hooks.



Profab fork crowns improve steering. Note the larger steering head bearings, now stock on all '76s.

models almost from day one:

To begin with, the Husky front end has been the subject of much discussion through the years. It seems that they have always been a small step behind some of the competition in this respect. Huskys have also had a fork rake of about one to two degrees more than most others, which has made them hard to steer on flat and open turns. Up until recently Husky's wheelbase was always on the short side, and to remain stable, the rake had to be increased. Most European courses are soft and have big berms through the turns, which made them easier to ride despite this. For most U.S. tracks quicker steering is desired, and there are three ways to achieve this.

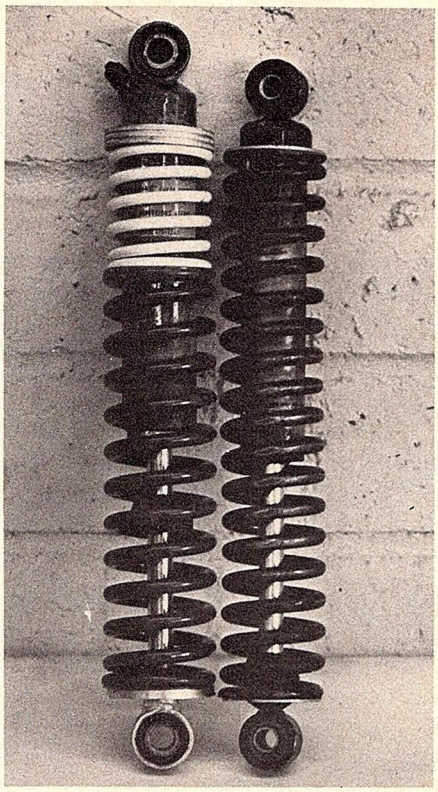
The fork legs can be pushed up through the fork crowns about 25mm, at which time the wheel starts hitting the fender. Profab, a Southern California shop that makes frames and parts for many different teams, is manufacturing a different set of fork crowns for the Husky team according to their specs. The team riders have been using these for a couple of years now, and it was really a disappointment not to see them on the '76 models.

A third way to get a little better steering is to install longer shock absorbers. This trick is also used by the team riders, and as of this writing all of them were using 13.5-inch Fox Shox. The factory has taken care of this problem for you for '76 by moving up the bottom rear shock mount 12mm on the swing-arm, which raises the rear end up some 30mm and decreases the rake to in the neighborhood of 30.4 degrees (measured with our trusty protractor). This move, incidentally, also creates more fender clearance.

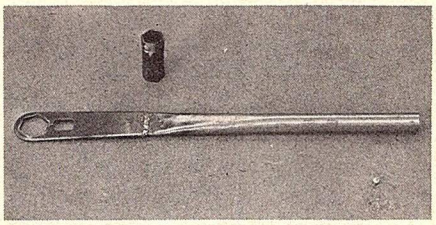
Any of these changes can be used alone or in combination with the others to achieve quicker steering and a not-so-pushy front end in the sharper turns, especially if your bike is starting to get a little old and the frame has stretched and let the fork pull out another degree or two.

While we are on the subject of shocks, we would also like to mention that the Moto-X Fox makes a pair of dual-rate springs that are a great improvement in themselves when used either on the stock Girlings or on the Fox Shox.

Many desert riders prefer the Curnutt rear shocks. The fact that they as well as the Fox units are rebuildable makes them extra-desirable for many. Don't replace the stock shocks unless they are shot, because they are excellent units that only guys like Brad and Kent could possibly get to fade in 45 minutes.



The springs on the longer Fox Shox also fit perfectly on the stock Husky Girlings.



The stock spark plug wrench is much too short for the big nut at the top of the steering head bearing. Cut it and weld on an extension. Use a crescent to remove the spark plug with the leftover piece. The original spark plug tool is quite hard in its stock form, so you will have to heat it till it gets red, and let it cool slowly, before you can put a hacksaw to it.

There are a large number of fork kits available for the Husky front end. Some of them are outright dangerous because they achieve the travel by letting the forks slide apart too far. If the problem were this simple, the factory would have done it a long time ago. A new fork is needed, and while we wait for it we have to use what's available. The latest factory forks use 185mm travel. That leaves about 100mm overlap at the extended position, which is about as far as you can go. If your bike doesn't have the latest Husky forks and you want to improve your front end, we suggest you buy the new parts from your Husky dealer. That one works as well as or better than any other kit we've come across and it's safe to use. Most of the other kits are just a copy of the new Husky fork dampening rods anyway. And when the stock fork seals start leaking, they will be replaced by the better and cheaper Honda units, of course.

For '75, Husky opted to use the bigger front brake on the 250 model also. This is a good and extremely strong unit, but sometimes the brake can be weak and requires a little too much finger-pressure, especially with the aluminum backing plate that has less precision than the later mag item. One remedy is to machine the backing plate in a lathe, with the brake shoes installed, to make them perfectly round, but a much simpler solution is to just lengthen the brake arm 10—15mm. This works well against water, too. The same goes for the previously used small hub.

The steering head bearings have always had a touch of bicycle about them, and when the long travel suspension craze got going, they finally had had enough. New races were designed and they can be used to update all previous Huskys, too. All four races have to be replaced, and when used with the larger balls supplied they make a much more durable setup.

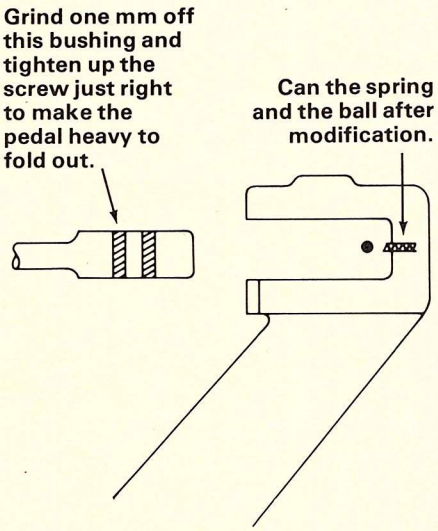
On earlier models there was sometimes a problem with the clutch starting to drag if the start was held up for a little while. This, coupled with the difficulty of finding neutral, often made for some interesting action at the line. Solution is a new and better releasing clutch, and a somewhat shorter clutch lever on the engine. The last mod can be easily done at home by cutting the existing lever 8mm and rewelding, and you'll have a better releasing clutch. Note that a good clutch cable without any stretch and sponginess to it helps too.

For 1976, Husky advertises better rims from Akront, but until we find out how good they are we'll have to stay with the good old D.I.Ds or Suns available from many of the accessory outlets. Make sure that you get one that's drilled for Husky, so

that it has the correct angles for the spokes.

In case your bike rubs a little too much on the rear fender, it's easy to bend the rear section of the frame up slightly just behind the seat bolts. Also make sure that the fender itself is installed all the way up in the rear frame loop by redrilling the fender for the rubber grommets that hold it in place. There has been a lot of development in the air cleaner filter element area lately. While there is nothing wrong with the stock Twin Air unit, there's also a dual layer Phase Two filter available as well as a K&N unit, and these work equally as well.

In order to make starting a little easier, some riders prefer to shorten the kickstarter about 40mm in order to make it swing on top of the footpeg rather than hitting it, and thereby get more "swing" out of it. The spring and the ball that are supposed to hold the pedal from flipping out are too weak. One solution is to grind down on the bushing in the pedal and then tighten down the screw hard enough to hold the pedal in place.


Grind one mm off this bushing and tighten up the screw just right to make the pedal heavy to fold out.
Can the spring and the ball after modification.

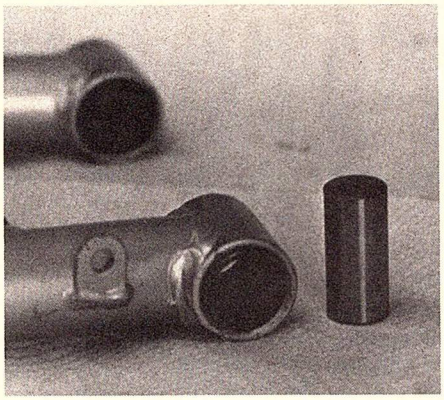
HUSKY KICKSTART ARM MODIFICATION

To create a more solid mount for the swingarm, there's a needle bearing kit available from Profab. It requires reaming of the swingarm, so the swingarm must be sent there if you don't have a good, adjustable reamer available.

If you think the footpegs are a little slippery, we are sure you know how to weld little nerds to them. What you might not know is that the new springs for the pegs fit on earlier bikes, in case you like spring-loaded folding footpegs.

The 1976 exhaust pipe for the 360 adds a little smoothness to the powerband. There are also pipes available from Hooker that tend to do the same thing, and they also weigh a little less than the old stocker, which never hurts.

The chain guide on the GP Huskys are rubber-mounted in order to give when hit. Unfortunately the rubber bushing in which they are mounted is a little too soft and tends



Profab sealed needle bearings for the swingarm are an inexpensive way to get the rear end a little more stable.

to give also (in the wrong direction, which is sideways in this case). Install a flat washer on both sides of the guide and tighten up the bolt snugly, or use the '76 model guide that has two bushings in it side by side to create more stability. The rubber rollers on the guide have a high mortality rate. There are a number of plastic rollers available, but the best one we've come across lately is the Suzuki RM roller — it seems to last the longest.

And last but not least, in case you like to ride quietly (doesn't everybody?), both the pipes and the rubber blocks and bands from the new WRs are available from Husky to quiet your bike down.

ADDRESSES:

Profab
11581 Anabel
Garden Grove, California 92643
(714) 534-8821

The Moto-X Fox
520 McGlincy Lane
Campbell, California 95008
(408) 371-1221

Curnutt
75992 Baseline
29 Palms, California 92277
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New Number One Mike Bast.

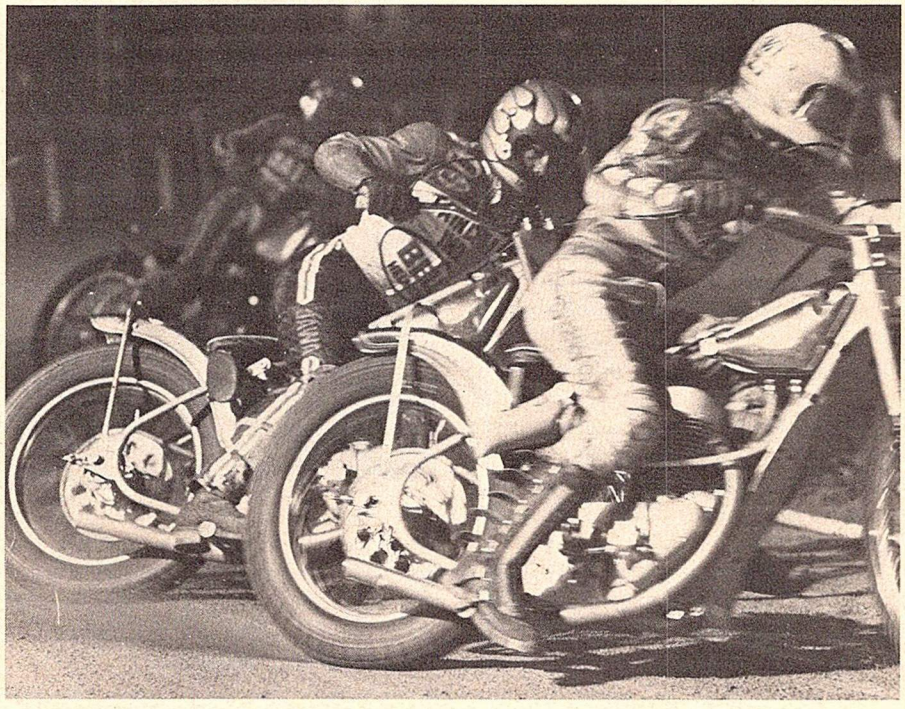
U.S. NATIONAL CHAMPIONSHIPS

SPEEDWAY

by George Wegner

The night the world went sideways

The start banner shot toward the evening sky as four nitro-burning, fire-breathing monsters with knights in armor aboard blazed side by side into the first turn. Four churning, clawing rear wheels powered by 250 horsepower chewed away at the fresh decomposed granite cushion. Jaws hung open. Up to speed now, still side by side, getting seriously sideways, inches apart, they roared full-lock into the far sweeper. The fine brown dirt showered the crowd six rows up and clung to the freshly painted bright white crashwall. Spreading out now, each searching for that elusive fast groove around the still unfamiliar, strangely shaped track. Not much room for passing, just wait for a mistake. Take a corner wide and that's it. You're either down a spot, or two, or you eat the wall. Lock yourself in, keep the power on and the front end down.



Dubb Ferrell looks for a way by Jeff Sexton in Heat 7. He didn't find it.

These guys know. The best 16 speedway riders in the nation based on their weekly performance and capped by results of a six-race qualifying series. Rick Woods, before this event the only rider to win three National Championships in '68, '70 and '72. In '69 and this year's current defending champion Steve Bast. Steve's brother Mike Bast took home top national honors in '71 and again in '73. They're all here, and they all want it.

Believe it or not, the Los Angeles Coliseum has seen speedway before. Back in the '30s, when speedway was first gaining popularity here in the States, regular events were run, some of which were held in the Coliseum, and some of them staged by the Highway Patrol. Most of those tracks were plowed over and turned into baseball diamonds (ech!).

This year's National Championship track was stuffed into the peristyle end of the stadium so that it would not interfere with the USC football game held during that day. Lots of last-minute work was necessary.

Since the D-shaped track was so different from the smaller ovals the riders were used to, it proved to be an equalizer, showing which riders could learn the track's secrets quickest. Mike Bast was the man. He brought his holeshots with him.

Thursday's practice gave the riders a hint of what was to come. The track's condition at night was another story as each rider found out in their first heat.

In the rider introduction there was an opportunity for each of the contestants to walk one lap. The fans

cheered as the knights studied the battlefield. Mike Bast took a long look at turn one and tested the consistency of the dirt with his toe as he walked his lap.

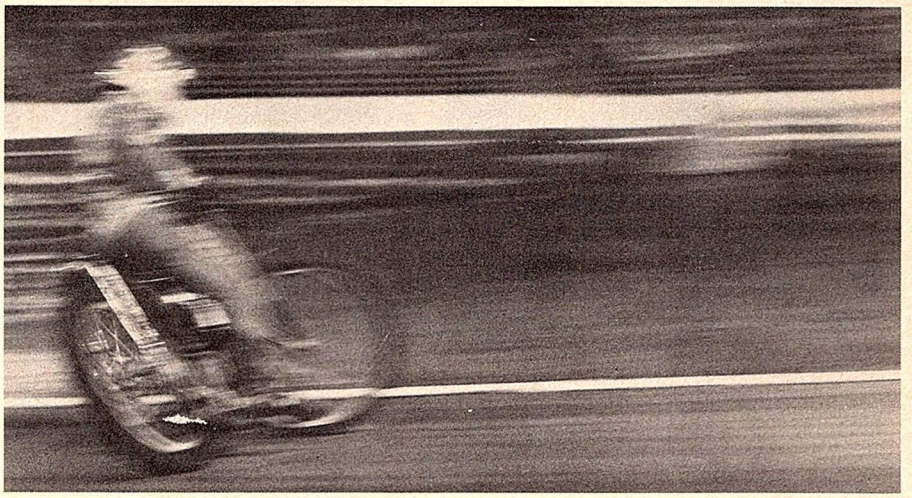
In the first heat we saw Steve Nutter filling in for an ailing Mike Curoso. He only managed to pull a third in that heat, but by the time the evening was over he was National Number Three.

The dirt was working in reverse of what was normal. First there was a cushion. Soon it was blown away and they got down into the hard-packed stuff. Finally, their spinning knobs dug down into the soft stuff and huge holes, one and two meters wide, developed at the end of the wide sweeper. All very tricky.

Dubb Ferrell put together a consistent set of two firsts and three seconds earning him the number two spot in National standings for '75. Dubb was one of the very few who managed to make successful passes on the strange circle that night.

Mike Bast pulled the holeshot in each of his five heats and held it to the flag. A perfect 15 points. Mike had regained the National Championship that he had lost to his brother Steve last year at Orange County, and had also become the second man ever to win three National titles.

Others were not so fortunate. Some lost at the start, time after time. Some were stuffed into the wall.



An instant away from a roost job.

In Heat Five, Bill Cody and Rich MacMurray tangled. Cody hit the dirt hard and MacMurray went over the wall and into the first row of seats. Cody ended up second in the restart behind Mike Bast.

Even more spectacular was the Heat 12 get-off of Jim Fishback. That's right, the motocross Fishback turned speedway freak. After the start in turn one, Rick Woods hooked up with Jim as everyone went a little wide. Woods went down, Fishback and his bike went through the wall and into the fifth row, injuring a spectator. In the pits at the same moment, the medics were preparing to take Woods' tuner Ed Schafer to the hospital for treatment of a possible heart attack from race tension, hot and heavy.

In his search for a little more in the way of horses and an edge over the field, defending champion Steve Bast decided to try a trick Gurney-Westlake four-valver. Luck wasn't with him as he ended up seventh overall.

In the L.A. Coliseum on that night, before 13,000 screaming fans, the U.S. Speedway Championship was decided just as quickly as the pace of speedway itself, fast and furious. Mike's marble pouch was bulging.

RESULTS
U.S. NATIONAL SPEEDWAY CHAMPIONSHIPS
November 1, 1975

1)	Mike Bast	15
2)	Dubb Ferrell	12
3)	Steve Nutter	11
4)	Larry Shaw	10
5)	Alan Christian	9
5)	Bill Cody	9
7)	Steve Bast	8
7)	Bruce Penhall	8
9)	Rick Woods	6
9)	Jim Fishback	6
11)	Sonny Nutter	5
11)	Rich MacMurray	5
13)	Mark Cherry	4
13)	Jeff Sexton	4
13)	Scott Sivadge	4
13)	Bobby Schwartz	4

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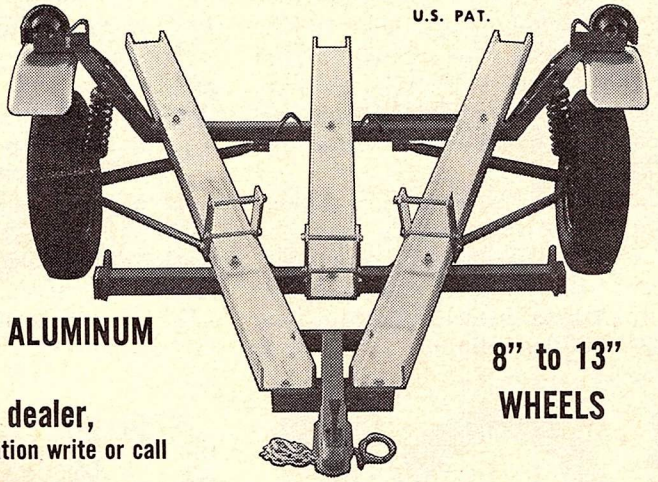

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1976 EVENTS

NATIONAL ENDUROS:

EASTERN REGION—

Feb. 29—100 Mile
Southeastern Enduro Rdrs.
c/ o Bill Beach
Suite 202, 375 Pharr, NE
Atlanta, GA 30305

Mar. 28—100 Mile
South Jersey Scramblers
2419 Newcombtown Rd.
Millville, NJ 08332

May 9—100 Mile
Little Harpeth
Don Thava Factory Works
P.O. Box 726
Nashville, TN 37202

May 30—200 Mile
Little Burr
Enduro Rdrs. Assn.
3370 Dempsey Rd.
Westerville, OH 43081

June 6—150 Mile
Lonesome Pine
Lonesome Pine End. Rdrs.
P.O. Box 1003
Bristol, VA 24201

Aug. 15—125 Mile
Rock Run
Lehigh Valley Dirt Rdrs.
6 Violet Cr., AOW
Macungie, PA 18062

Sept. 19—150 Mile
Schuyler County MC
P.O. Box 117
Alpine, NY 14805

Sept. 26—100 Mile
Columbia End. Rdrs.
5214 N. Main St.
Columbia, SC 29203

Oct. 24—150 Mile
Capital City
Tallahassee Trail Rdrs.
P.O. Box 10031
Tallahassee, FL 32302

Oct. 31—125 Mile
Twin States
West Kentucky Trail Rdrs.
P.O. Box 558
Cadiz, KY 42211

CENTRAL REGION—

April 4—125 Mile
Post National
Lubbock Trail Rdrs.
P.O. Box 1012
Lubbock, TX 79408

May 2—150 Mile
Burr Oak
Mid-West Natl. End. Rdrs.
Rt. No. 3, 1815—5th Ave.
Sterling, IL 61081

June 20—100 Mile
Straight Arrow End. Rdrs.
5117—39th Ave. S.
Minneapolis, MN 55417

July 4—100 Mile
Seaway Festival
White River End. Rdrs.
6194—112th Ave.
Holland, MI 49423

Sept. 4-5—400 Mile
Jack Pine
Lansing MC
P.O. Box 1293
Lansing, MI 48904

Oct. 3—100 Mile
Black Coal
Ind/ Ill/ Ky End. Rdrs.
1226 S. Grand Ave.
Evansville, IN 47713

Oct. 17—125 Mile
Forest City Riders MC
550 Grable
Rockford, IL 61109

Nov. 7—125 Mile
Ozark Hillbilly
Potosi MC
P.O. Box 236
Potosi, MO 63664

Nov. 14—125 Mile
John Zink
Tulsa Trail Rdrs. Inc.
4110 E. 46th Place
Tulsa, OK 74135

NO DATE
West Texas 100 Mile
Permian Basin MC Assn.
P.O. Box 3109
Odessa, TX 79760

WESTERN REGION

Mar. 21—125 Mile
Red Garter
Dirt Diggers MC
8228 Sale Ave.
Canoga Park, CA 91304

Apr. 25—100 Mile
49er
Polka Dots MC Inc.
4555 Auburn Blvd. No. 21
Sacramento, CA 95841

May 29-30—500 Mile
Greenhorn
Pasadena MC
955 E. Washington
Pasadena, CA 91103

Oct. 24—100 Mile
Oakland MC
1116—36th St.
Oakland, CA 94608

Oct. 31—150 Mile
Far West MC
P.O. Box 3198
Eureka, CA 95501

Nov. 7—100 Mile
Rattle Snake
Redwood Scramblers MC
P.O. Box 760
Crescent City, CA 95531

U.S. TWO DAY TRIAL SERIES:

Feb. 28-29
Forked River, NJ

Mar. 13-14
Fort Hood, Texas
Fort Hood Dirt Riders
P.O. Drawer A
Fort Hood, TX 76544
Attn: Capt. Ken Kunstel

Mar. 27-28
California City, CA
Sunland Shamrocks
P.O. Box 515
Sunland, CA 91040

April 10-11
Pell City, AL
Two Day in Alabama Committee
166 W. Valley Ave.
Birmingham, AL 35209

May 15-16
Olympia, Washington
Seafair City Motorcycle Club
1916—200th Ave. S.W.
Alderwood Manor, WA 98036

May 22-23
Rose City, Michigan
Bent Wheel Motorcycle Club
7624 Emerson
Washington, MI 48094
Attn: Larry Lindenberg

June 5-6
Trask, Oregon
Trask Mountain Two Day Trial
Chamber of Commerce
528—3rd St.
McMinnville, OR 97128

June 12-13
Bad Rock, Oregon
Bad Rock Motorcycle Club
P.O. Box 368
Weston, OR 97886

INTERNATIONAL SIX DAYS TRIAL
Sept. 20-25, Zeltwep, Austria

NATIONAL OBSERVED TRIALS

May 22	Colorado
May 29	Texas
May 31	Missouri
Oct. 17	Northern California
Oct. 23	Los Angeles, California
Oct. 24	San Diego, California
Nov. 6	Rhode Island
Nov. 7	Pennsylvania
Nov. 13	Michigan

125cc NATIONAL MX SERIES

April 4	Plymouth, California
May 23	Buchanan, Michigan
June 20	Midland, Michigan
July 4	Bruceton Mills, W. Virginia
Aug. 1	Delta, Ohio
Aug. 15	San Antonio, Texas
Aug. 22	Houston, Texas
Aug. 29	New Orleans, Louisiana

250cc NATIONAL MX SERIES

April 4	Plymouth, California
April 11	Phoenix, Arizona
April 25	Houston, Texas
May 2	Forsyth, Georgia
May 16	Bruceton Mills, W. Virginia
May 23	Allentown, Pennsylvania
June 6	Southwick, Massachusetts

500cc NATIONAL MX SERIES

May 30	Mexico, New York
June 13	Axton, Virginia
July 18	St. Peters, Missouri
Aug. 1	New Berlin, New York
Aug. 8	New Castle, Kentucky
Aug. 15	Bruceton Mills, W. Virginia
Aug. 22	St. Petersburg, Florida
Aug. 29	New Orleans, Louisiana

AMA SUPERCROSS MX SERIES

March 6	Daytona Beach, Florida
March 12-13	Houston, Texas
March 19-20	Dallas, Texas
March 26-27	Pontiac, Michigan
July 24	Los Angeles, California

MX GRANDS PRIX

June 20	Carlsbad, California
July 11	Lexington, Ohio

TRANS-AMA 500cc MX SERIES

Sept. 26	Lexington, Ohio
Oct. 3	Axton, Virginia
Oct. 10	New Berlin, New York
Oct. 17	Buchanan, Michigan
Oct. 24	St. Peters, Missouri
Oct. 31	Dallas, Texas
Nov. 7	Phoenix, Arizona
Nov. 14	Puyallup, Washington
Nov. 21	Sears Point, California
Nov. 28	Irvine, California

AMA GRAND NATIONAL SERIES

January 23, Houston, Texas	TT
January 24, Houston, Texas	ST
March 7, Daytona Beach, Florida	RR
May 23, Oklahoma City, Oklahoma	HM
May 16, San Jose, California	M
Mary 23, Oklahoma City, Oklahoma	HM
May 29, Louisville, Kentucky	HM
June 4, Pontiac, Michigan	TT
June 5, Pontiac, Michigan	ST
June 12, Harrington, Delaware	HM
June 20, Loudon, New Hampshire	RR
June 27, Columbus, Ohio	HM
July 4, Albuquerque, New Mexico	M
July 10, San Jose, California	HM
July 17, Castle Rock, Washington	TT
July 24, Gardena, California	TT
August 1, Monterey, California	RR
August 13, Hinsdale, Illinois	ST
August 15, Terre Haute, Indiana	HM
August 22, Peoria, Illinois	TT
August 28, Indianapolis, Indiana	M
August 29, Indianapolis, Indiana	M
September 4, Talladega, Alabama	ST
September 12, Syracuse, New York	M
September 18, Toledo, Ohio	HM
September 26, San Jose, California	RR
October 3, Ontario, California	RR
October 9, Gardena, California	HM

S.C.O.R.E. OFF-ROAD

Feb. 6-7, Parker, Arizona	Parker 400
June 10-12, Ensenada, Mexico	Baja 500
Sept. 3-5, Riverside, California	World Championship
Nov. 10-13, Ensenada, Mexico	Baja 1000

WORLD CHAMPIONSHIP MOTOCROSS

125cc

April 4	Austria
May 2	England
May 20	Belgium
June 6	Denmark
June 13	Finland
June 20	Czechoslovakia
June 27	France
July 11	United States
August 8	West Germany
August 15	Spain
August 22	Switzerland

250cc

April 4	Spain
April 25	Belgium
May 2	Czechoslovakia
May 9	Poland
May 16	Russia
May 23	Yugoslavia
May 30	Italy
June 13	France
June 20	England
June 27	West Germany
August 8	Holland
August 15	Sweden

500cc

April 4	Switzerland
April 11	France
May 2	Austria
May 9	Italy
May 16	Sweden
May 23	Finland
June 13	West Germany
June 20	United States
June 27	Canada
July 4	England
August 1	Belgium
August 8	Luxembourg

LEGALIFICATION

RIDING OUT THE CRISIS

You don't need dumb turn signals to survive

by Don Phillipson

All right, you hard-core dirt freaks, quit snickering. Sure, you always said the street was too dangerous, and no one would ever find you in that asphalt jungle. But times are tough: gas ain't a quarter a gallon anymore. And maybe there are some other reasons for wanting to legalize the knobbies. Maybe that favorite riding area of yours, the one that's perfect for practicing in after work or school, is just too far to push to and so close that it's a hassle to load up for a ten-minute drive.

Whatever the reason, making the old enduro, desert or even motocross bike street-legal doesn't sound like such a bad idea anymore. Especially if you can do it without sacrificing dirt performance.

Is that possible? Yes and no. It depends on where you live and just how street-legal you want to be. Where you live; that makes sense. But either it's legal or it isn't, right? Wrong.

For example, in California (and many other states) the law reads (paraphrased), that any motor vehicle (including motorcycles) operated between one half hour after sunset and one half hour before sunrise must have it's lights turned on. OK, but what about vehicles that are never operated in the dark? Well, it turns out that in many states they don't need headlights. That's good.

Other requirments: a stoplight. That's all right; stoplights are easy enough to hook up and would interfere very little, if at all, with serious dirt riding. But . . . . In California that stoplight must be capable of being lit for 15 minutes with the engine off. This means a battery. And it is also specified that the bike must be capable of recharging the battery. That's bad. Batteries are not so easy to hook up and do impair serious dirt riding. Fortunately, in most other states this qualification is not added. Requirements are set for how bright the lights must be, but not for how long they must keep running.

Our chart shows the required items for some states. Only a few of the items are absolutely clear-cut. Such as, "You must have a rear-view mirror." Most of them have qualifications (bikes manufactured before 1946, etc.), and most have explanations attached (visible from 200 feet, etc.).

Inspection: That's the time when you find out if you have made all your state's requirements. This typical California rider is obviously going to fail.

Pick out the absolutely necessary ones, depending on how much riding you will be doing (day only, night also, etc.), think about headlights and other semi-optional items, and don't give a thought to the purely optionals (e.g. turn signals).

Now, to get a bike actually on the street there are two steps: registration and inspection. First, give your local Department of Motor Vehicles a call. Ask how much it costs and what forms you will need. Usually it is about 10 to 20 dollars and the only form you need is proof of ownership. But occasionally, like in Michigan, you will also need an insurance policy before they will even take your application. That's a bummer. And another form called a TR54. It is an inspection sheet from the Highway Patrol certifying that you are, indeed, legal.

After you find out what forms you need and how much it will cost, give your local Highway Patrol a call and ask if they have a copy of a separate sheet listing what equipment is required on motorcycles for your state. If they do not have a separate sheet, then ask for a copy of the state vehicle code from which you'll have to separate the bike information. At any rate, all the forms are free.

Pick out the minimums: usually it is stoplight, mirror, license plate, horn. These are either easily removed or don't interfere much with dirt riding if you choose to leave them on. Other stuff you should already have — nit-picky things like gas cap, rear fender, muffler, tires. The laws are written with safety in mind, so don't be surprised to see them actually demanding a gas cap.

With your bike registered, and the minimums installed, you are now ready for an inspection. If your state requires an inspection sheet before they will register your vehicle then you have no choice about installation. Some states, however, trust you to make your bike legal and do not ask for an inspection beforehand. California is a prime example. One of our test riders, who wishes to remain anonymous, lives across the street from primo riding territory. But occasionally, during his rides, he likes to go into town for something to drink or whatever. He wanted to register his bike, because riding without registration is a fairly serious offense (spelled FINE). But riding on the street without a horn, for example, is merely an equipment violation (no fine).

So he phones up the DMV and asked, "How can I register my dirt motorcycle for the street?" Reply: "Bring in proof of ownership and some money." A license plate came in the mail two weeks later. He is now sort of legal (registration, but not even an attempt at anything else).

If you are in a similar situation, you may want to take the same chance. We don't recommend it, but you ought to know about all the options.

Two last things. In many states, a separate motorcycle license is

	Brakes	Fenders	Gas Cap	Horn	License Plate	Mirror	Muffler	Passenger Equipment
California	*Required on both wheels. Must stop in 25 feet at 20 mph.	*Required only on motorcycles with three wheels.	*Must be of nonflammable material.	*Must be audible from 200 feet. Must not be loud or harsh.	*Rigidly mounted between 12 inches and 60 inches from road.	*Must give view 200 feet to the rear.	*Must prevent any excessive or unusual noise.	*Only if a passenger is carried. Then, seat and pegs.
Florida	*Required on one wheel only. Must stop vehicle in 30 feet at 20 mph; 14 feet per second above 20 mph.			*Audible at 200 feet.	*	*Must give view 200 feet to the rear.		*Only if a passenger is carried. Then, seat and pegs.
Massachusetts	*One brake required.	*Must prevent splash to the rear.		*Must have a bell or other means of signaling.	*	*	*	*Only if a passenger is carried. Then seat and pegs.
Ohio	*One brake required.			*Audible at 200 feet.	*	*	*Must also have baffle plates.	*Only if a passenger is carried. Then, seat and pegs.
Texas	*One brake required. Must stop vehicle in 30 feet at 20 mph; 14 feet per second above 20 mph.			*Audible at 200 feet.	*	*	*	*Only if a passenger is carried. Then, seat and pegs.

*** Required**

	Battery	Headlamp	License Plate Lamp	Reflectors	Stoplamp	Taillamp	Driver's License	
California	*On motorcycles first registered after 1-1-70. Must light taillamp for 15 minutes. Engine must recharge battery.	*Only if ridden at night. Must be multiple beam, mounted between 24 inches and 54 inches.	*May be lit by taillamp. Plate must be legible from 50 feet. Light must be controlled by switch.	*On rear; in combination with taillamp or separate.	*For day or night riding. Visible 300 feet to the rear.	*If operated at night. Visible at night from 500 feet for pre-'69 vehicles; 1000 feet for after '69.	*Separate license.	
Florida		*Single or multiple. Must be visible from 100 feet at 25 mph, 200 feet at 25-35 mph, 300 feet at 35+.	*Separate light or combined with taillamp. Must be visible from 50 feet.		*Must be visible from 100 feet in normal daylight.	*Visible from 500 feet.		*
Massachusetts		*Only if operated at night.	*		*	*	*Separate license	*
Ohio		*One required but not more than two.	*Must be visible from 50 feet.	*Two red on rear; must be visible from 300-500 feet.	*Visible from 500 feet.	*Visible from 500 feet.		*
Texas		*Only if operated at night.	*Must be visible from 50 feet.	*On new vehicles. Two red reflectors on rear. Mounted between 20 and 60 inches.	*Visible from 100 feet in night or day.	*Visible from 500 feet.	*Separate license.	*

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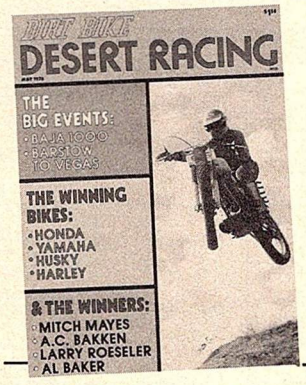

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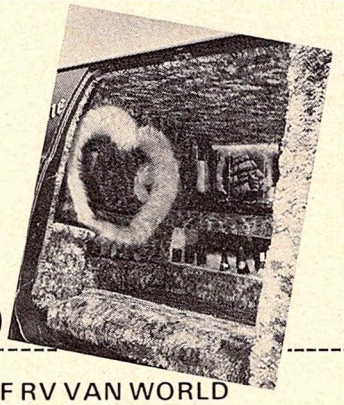

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required. Ask about this when you phone the DMV. Riding tests are a breeze for anyone who is used to dodging brushes or flying off killer jumps. And wear your helmet; all except five states have helmet laws.

But remember, don't let the ol' knobbies get too scratched from the pavement. After all, we all know where the real action is.

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Important Notes:

If you are in a state which demands headlights whether you ride at night or not, then that state will probably also ask for a multiple-beam headlight and a high-beam indicator. Other states which give you the option of lights will also ask for the beam indicator.

Turn signals are generally optional. But if they are required or if you choose to mount them, there are usually laws governing their visibility and mounting.

In states with helmet laws, the laws also cover the passengers.

Most states ask that you carry your registration card or a facsimile with the vehicle. Check into it.

Knobbies are legal on the street in most states (but they are a little hairy around corners).

Laws have a habit of changing fast, so use this chart mainly as a guide. We have also omitted some of the rather far-out exceptions that are included in the laws (manufactured before 1946, etc.) If you think that you might be one of these exceptions, be sure to check your state vehicle code.

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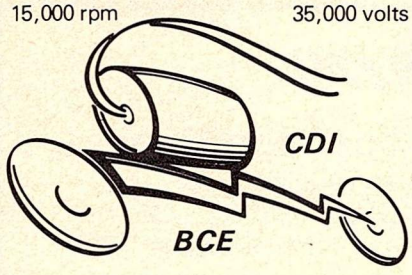

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EXPERT *Continued from page 9*

sprockets.

Yeah, we have had a lot of interest expressed in giving up fenders and injection molding rib cages, legs, arms, etc. I don't know if we can do it or not, but I faithfully watch The Six Million Dollar Man every week to figure out how they did it on him. So there is still hope as long as they don't drop the series.

HUMMM?

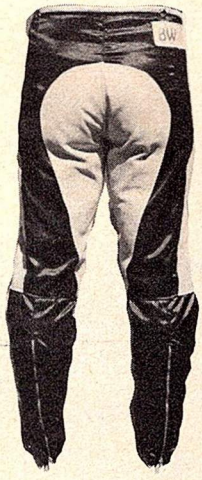
Dear Jim Crouch:

Your friend is right, I won't print the letter. However, I would go for the RM125.

* * *

The results are in on my question as to whether we should have some history from time to time on motocross, and like most things it was about half and half. Half for and half against. I asked Chet and he said, "Just do what you want to do." At infrequent intervals, a few times a year, I'll jot down some thoughts that I have. Those who don't like it please bear with me, it won't be very often.

NYLON & LEATHER



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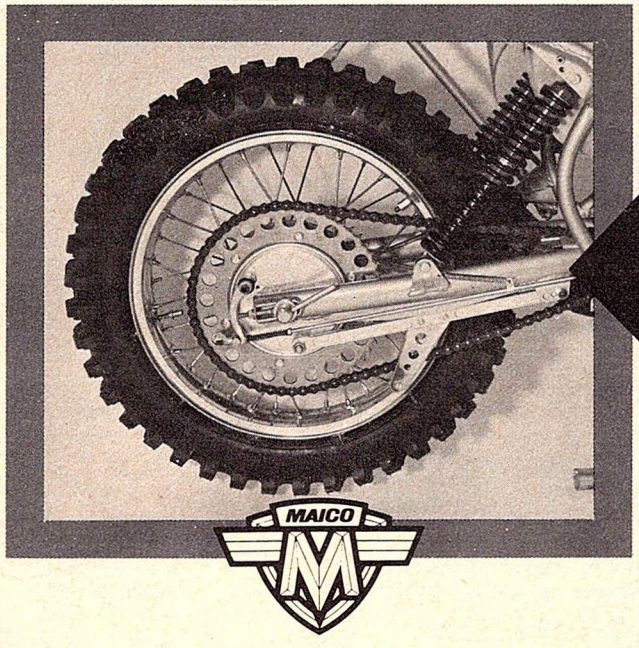

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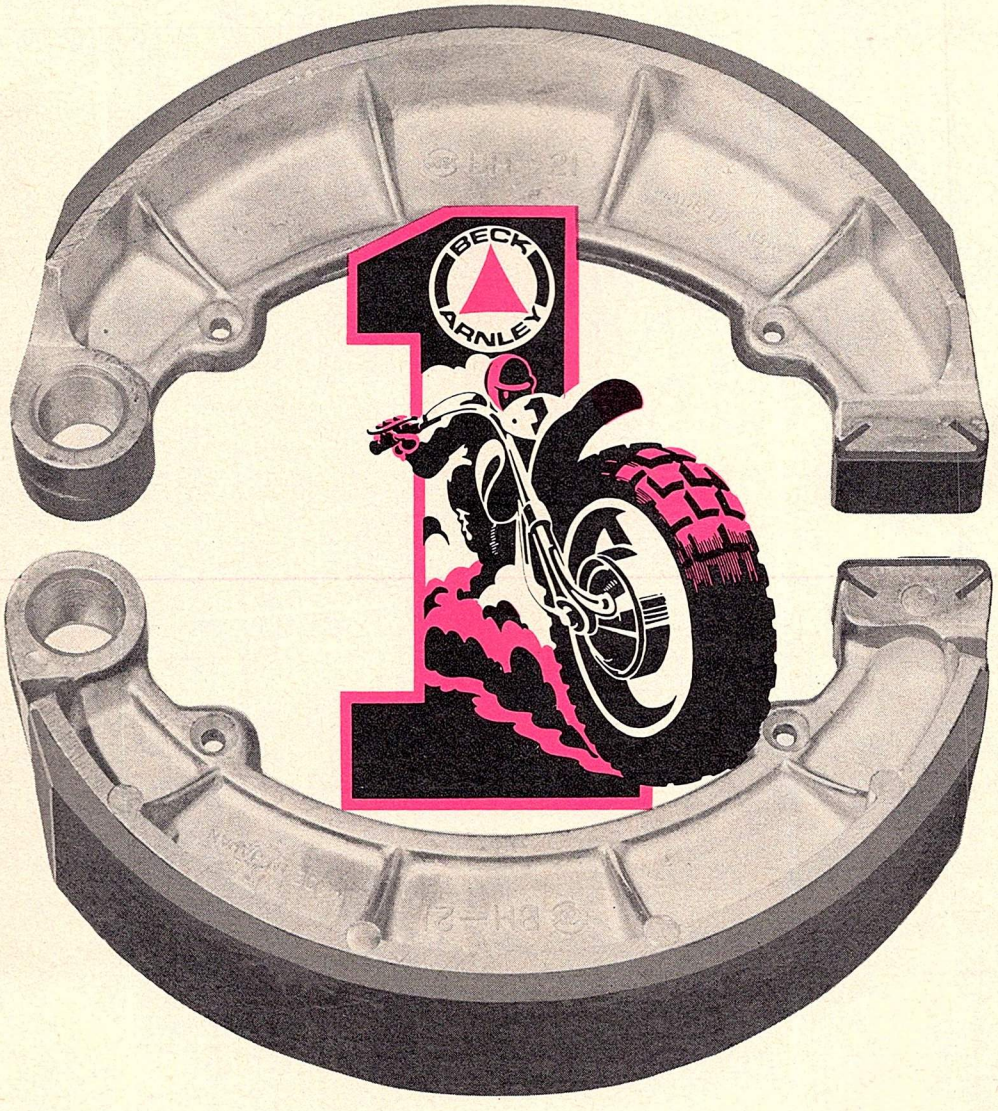

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GREAT LIARS come and go, but Larry's the best I've ever known. Only Larry will tell you with a straight face about a downhill wheelie. And nobody has more spectacular "I - was - goin'-over-the-500-foot-cliff-but-I-saved-it" kinda stories. But last week he did a number on me that I gotta admit was damned near genius for imagination.

Maybe what inspired him was our new Kawasaki dirt bikes. Mine's the KD-125. He got the KD175. They're strictly off-road, hard-core play bikes for dirt freaks like us. Mine has a 6-speed trans, his has a 5. They have a rotary valve engine, self-cleaning alloy rims, full knobbies, plastic fenders, a washable air cleaner element, cleated footpegs – the works. And they're dynamite. No lie.

Anyway, Saturday we were ridin' our tails off in this incredible woodsy place we never had been to before. And we just plain wore ourselves out. So we bagged it for an hour. At least I did. And all of a sudden Larry shakes me awake and does his number about what he just "saw." He even acted furious as hell when I told him to quit smokin' the ferns and go back to sleep. "I'm tellin' the truth!" he yelled. "Okay," I said, "but you forgot Goldilocks and the three bears. Where were they?" That really made him mad. Probably because he didn't think of it himself. The only thing I never figured out is where the yellow paint came from.

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Good times include riding safely. We recommend wearing a helmet and eye protection, keeping lights on and checking local laws before you ride

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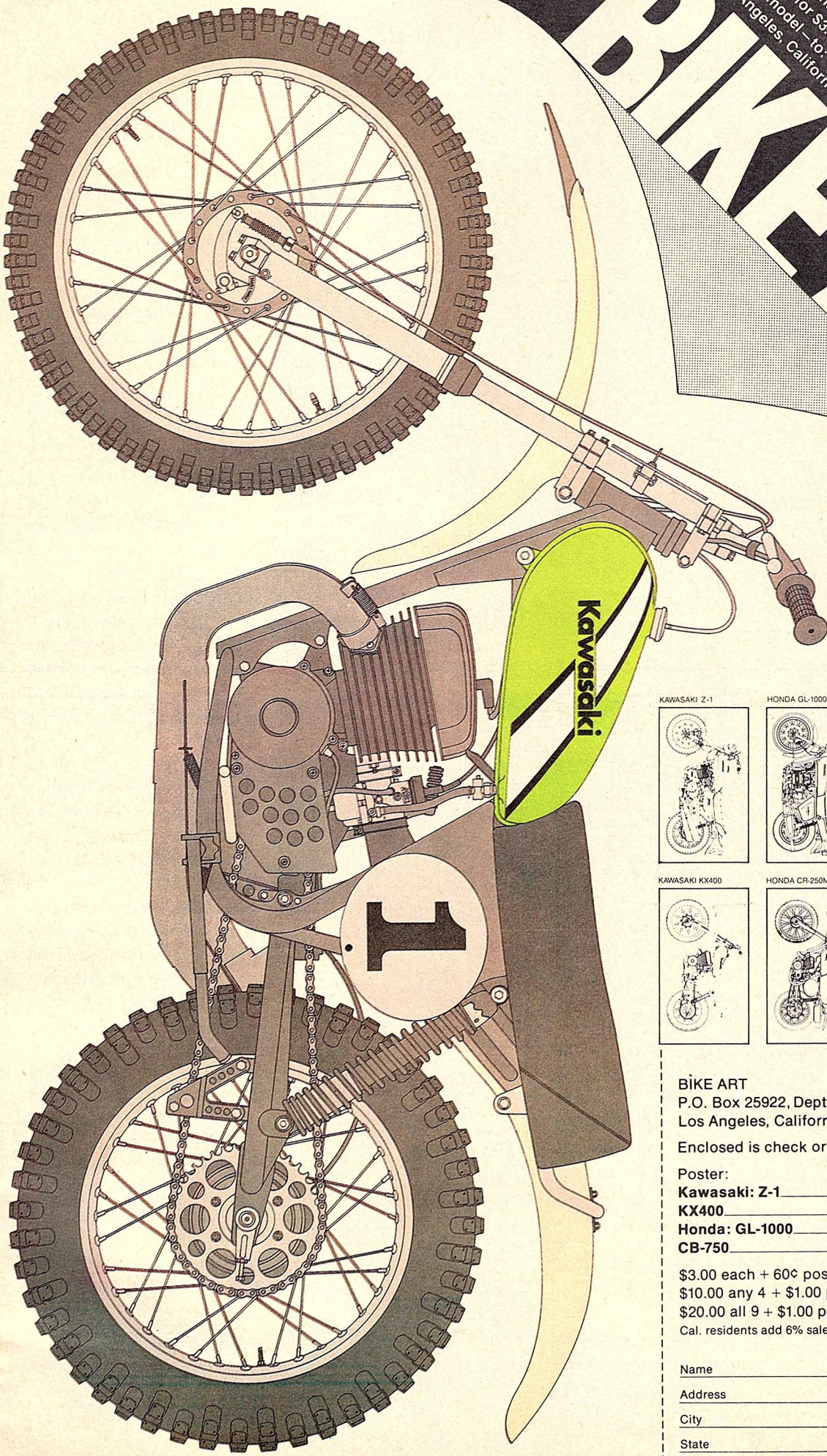
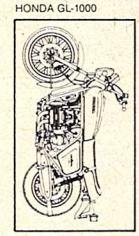


KAWASAKI Z-1

HONDA GL-1000



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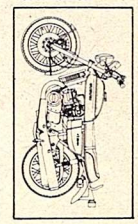

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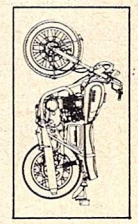

KAWASAKI KX400

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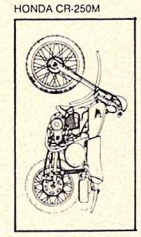
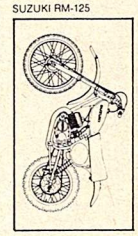


SUZUKI RM-125



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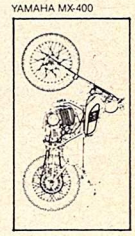

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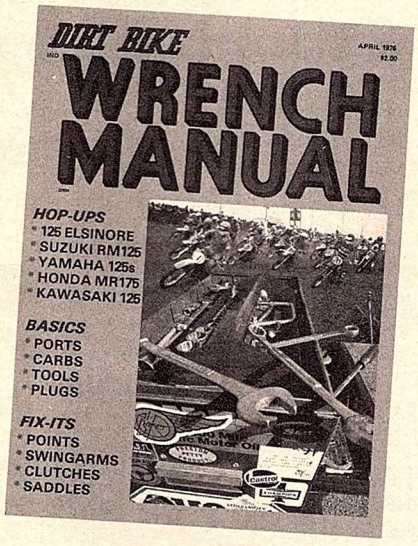

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BITS & PIECES

Continued from page 22

that I'm thankful for that consideration and that it was not given by one man but by a number of men that are authorities on the English being that they are English for so many years and because it's a voting proposition in which the majority share."

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"Why Yamaha would want to change to four-strokes I would say I would not know, but I would say the reason why they would build thumpthing new is to keep motorcycling going as the highest paid Triumph that has gone into motorcycling."

"They can write a book about why two-strokes are better than four-strokes but they can't show you."

* * *

About the new Harley-Davidson quadraforker. Milwaukee won't be making test bikes available until the production unit is finalized. About 70 pre-production machines went out to shops this past fall to provide competition feedback before going into production.

* * *

Tim Horrall from San Diego, Ken Porto from Orange, Connecticut, and Emery Henrich from Madison, Wisconsin, won the three pair of Full Bore boots. Their names were fished out of the Great Bootout Ballot box. Coincidentally, all three had indicated that their next pair of boots would be Full Bores.

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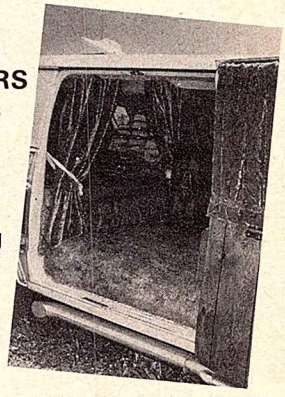

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RIDERS WRITE

Continued from page 10

Hermanns:

DIRT BIKE was never as thick as Playboy, *but yes, until this issue it did get thinner while the price went up. It's because we don't exist in a vacuum. Like the rest of the magazines in the country, inflation and the recession got us. Paper and production costs went up. Haven't you noticed the 60-page issues of* Time *and* Newsweek? *Everyone was affected, not just DIRT BIKE. Now, at last, things seem to be turning around for the whole country — and motorcycling too. Those diminishing pages are what gave you the idea that the ads had gotten out of hand. Actually, there were less ads than before.*

On to your objections to the pictorial stories: Did you try reading those captions? Was there anything you wanted to know about the 100 Hodaka that wasn't included? Or about the Superbowl?

BMX is here because it's interesting. There's more development going on in bicycles than motorcycles right now, and there are a lot of people too old and too big to ride BMX that are still fascinated by the sport. We're sorry that you're not one.

Columns now: Two years ago there was "Checkpoint," "Ask the Expert," "From the Saddle" and "Bits & Pieces." We dropped one of those and started "Hole Shot" and "Tunnelvision." Those last two don't appear every month because of the limited space in the magazine lately. We assumed that most people would rather read bike or product tests than columns. That's also why "Course of the Month" disappeared. You're the first person to complain, so we figure we made the right decision.

Go read those other magazines if you must and when you get bored enough, you'll find that DIRT BIKE will be Number One on your list again.

I get really sick and tired of reading all that enduro crap in what used to be a good magazine.

Whatever happened to motocross?

Alexander Calder
Santa Barbara, California

This is a notice to you that I no longer want to subscribe to your magazine. You have closed yourself off to all other forms of dirt riding except motocross.

Your staff has not shown enough interest or knowledge of any other sport except motocross. I would like to see a magazine devoted to trials and not one masked under the general title of DIRT BIKE.

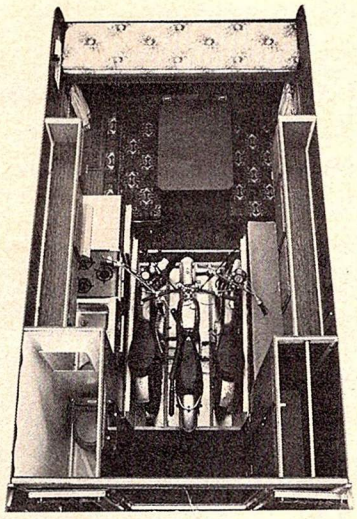
Philip Tyrrell
Kansas City, Missouri

In the past few months, DIRT BIKE has been a disappointment: not enough enduro stuff. I expect a little less MXing and a little more enduro-ing.

I see lots of enduro-oriented magazines, and if I check through DB and see only MX articles . . .

John Luka
West Chicago, Illinois

Yes, the name of the magazine is DIRT BIKE, not Observed Bike *or* Woods Bike *or* Sand Bike, *so we try to blend things to please everyone, or at least the greatest number of people at once. In the past year, we've tested 58 motorcycles. Of those 25, or 43 percent, were motocrossers, while 38 percent were trail or enduro bikes. Observed trials*



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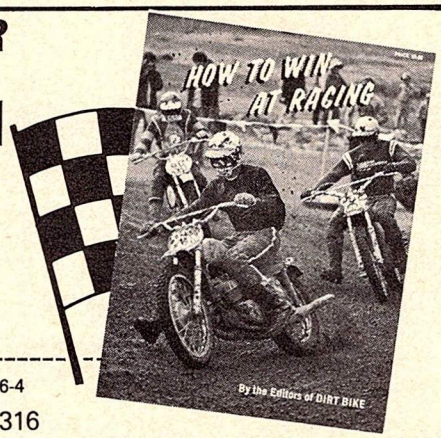

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bikes reached 16 percent and there were a couple left over for desert and short-track. Besides formal tests, we also write about project bikes and just neat scooters, and we publish tech articles about bikes. In that class, we try to keep things pretty general so that the stories apply to all bikes; 30 percent did. The rest went this way: MX, 26 percent; enduro, 22 percent; trials, 7 percent; and desert, 15 percent. Much of the rest of the last 12 issues went to the competition reports: 35-percent motocross; 26-percent enduro; 6-percent observed trials; 12-percent desert; and the rest for short-track and the Grand National circuit.

Stop and go add everything up another way. In the past year, not counting departments — which tend to wander from one subject to another (as they should), there were 111 stories. Those devoted exclusively to motocross were 36 percent of the total. Desert was six percent and observed trials was nine percent. Enduros, Endurance Trials and ISDT stories accounted for another 20 percent. Add five percent for trail riding and 16 percent for general interest.

So somewhere between a third and two-fifths of the past year was devoted to motocross, depending on how you count. Meanwhile about 65 percent of the events in this country were motocross races and 63 percent to 35 percent (depending on manufacturer) of all the off-road bikes sold are motocrossers. If anything, we have been short-changing our motocross readers, but at least they have somewhere else to go, namely Motocross Action. *If you don't like a particular kind of riding and can't generate any interest in finding out what other people are doing, just don't read that article. The one in front of it and the one behind will probably interest you.*

I have been a subscriber to your magazine for almost a year. In this time, the subject matter and overall composition of your periodical has slightly declined in quality.

I feel this is due to a reduced amount of technical information and an overabundance of foofaraw, mung and drool, and various other forms of BS.

G. B. Robeison
Hartshorne, Oklahoma

We protest! This is calumny. Last year we added Gunnar Lindstrom to our staff as Technical Editor. You can't ask for a more experienced and knowledgeable person in dirt bikes. He knows both sides of the story, thanks to his engineering work and his competition background. And Preston Petty still abides in these pages to answer your questions.

In addition, we have expanded our specifications column on each of the bikes tested, delved inside the machines more in the test, and attempted more objective and less personal explanations of the test bikes' characteristics.

We've published tech articles on everything from Elsinore frame fixing to kill buttons. We've expanded our product testing to include riding gear and maintenance tools.

Admittedly, there have been a lot less of the old-style tech articles like "How to Change the Oil in Your MT125 Forks," but we thought you'd want to learn more about Why and have less of that "Which Rim Lock for You?"-style stuff. So

Continued on page 91

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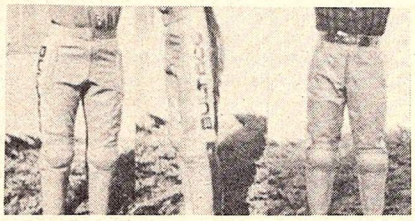

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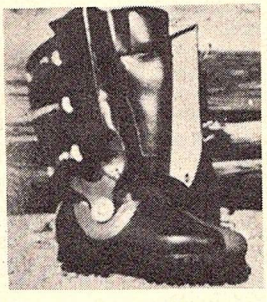

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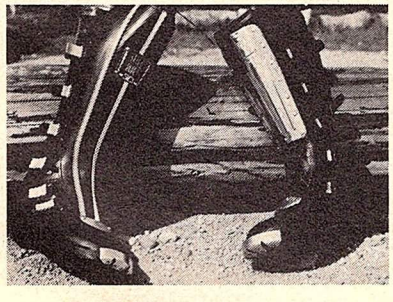

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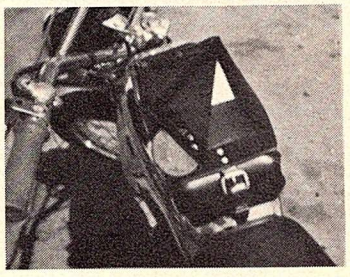

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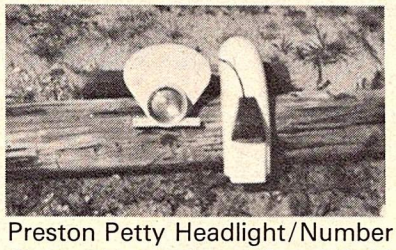

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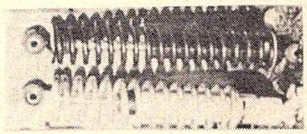

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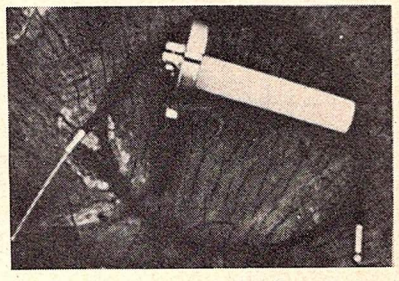

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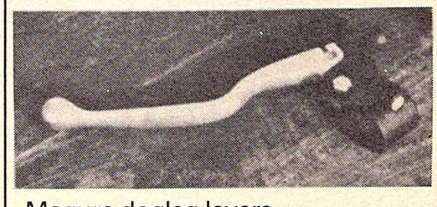

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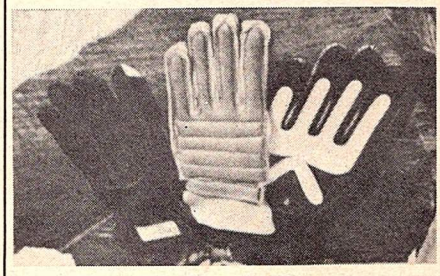

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RIDERS WRITE

Continued from page 89

we commissioned Carl Shipman to do a series of basic How-Things-Work articles. We exposed the dyno horsepower numbers rip-off. We tried to explain the principles of the latest suspension systems. And we started writing tech stories containing all the hot setups for one particular brand or model.

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Chuck Gray
RE-"CYCLES"
Decatur, Georgia

Sorry, Mr. Gray, but we've always felt that our first loyalty is to our readers, not motorcycle dealers or even manufacturers. Yes, our advertisers do get up in arms. We've had them cancel because they didn't like a test we wrote, or because we reported that a product could be found cheaper outside the industry. They usually say, "Without us, there wouldn't be any motorcycle industry and you wouldn't have any advertisers." They forget that they wouldn't exist without the customers and that the purpose of our existence is to help our readers.

We'd be in sad shape if only manufacturers and dealers read our magazine. Most of them seem to be on the comp list.

AT LAST, THE GOOD NEWS

This is a wish for a happy holiday season and a note of thanks from my son and myself to a magazine that keeps his interest and adds to his enthusiasm. Though I don't claim an understanding of mechanical things, I do share with him the pleasure of some of your humorous words and

Continued on page 93

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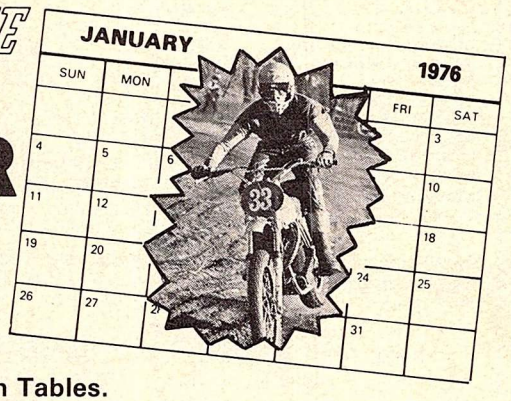

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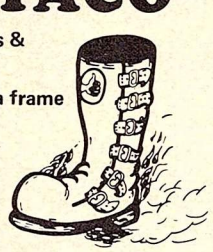

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#617 PENTON late GP

#618 OSSA PHANTOM

#619 HODAKA MX

#620 BULTACO MX

#621 YZ80 YAMAHA

#622 **Non-Mono** YAMAHA MX

#623 YAMAHA 125 MONO

#624 YAMAHA 250 MONO UP

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K-MA2 rear to '75
M-MA3 Frt. late '75 GP
M-MA4 rear '75 GP
K-MA5 GP R/H No. plate
K-MA7 GP L/H No. plate

CZ

K-CZ1 CZ all front
M-CZ2 CZ all rear
K-CZ3 CZ all mudguard

HONDA

K-HON1 All front Els.
M-HON2 125 rear Els.
M-HON3 250 rear Els.

KAWASAKI

K-KAW1 KX125 front
M-KAW2 KX125 rear
K-KAW3 KX250/450 frt.
M-KAW4 KX250/450 rear

HUSQVARNA

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K-HU2 250 frt. thru '74
K-HU3 175 '76 GP
K-HU4 250/360 GP frt.
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K-HU6 Rear all to '74
MHU7 Rear '75 GP
L-HU8 Carb cover to '74
K-HU9 Mudguard to '75
M-HU10 Seat base to '74

PENTON

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M-PE2 Rear All MX

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K-BUL1 Front All MX
M-BUL2 Rear All MX

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K-YAM2 Rear MX '73 on
M-YAM3 MONO 125 rear
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Continued from page 91

pictures. I am trying to convey a heartfelt thanks to those who make my loved ones' — and my own — life a bit brighter and more interesting.

Mrs. Irving Greenberg
(No address given)

I just wanted to tell you guys that you're the best in the business. I read and collect a hell of a lot of magazines but yours is the only one I really identify with. I just think bikes are the greatest high there is and you guys do a great job of communicating that feeling to all us dirt lovers. So keep the good side up.

P. F. Groover
Novato, California

Thanks a bunch for your interesting magazine; I read it word for word each month.

Gary McKee
Oregon City, Oregon

Thank you.

PROMO CONS

When I read Mr. Ritchie's "Hole Shot" about the one-sided publicity promoters get, I found myself halfheartedly agreeing. But I find it hard to believe that Mr. Ritchie's profit for '74 was $399.80. No one loves anything that much!

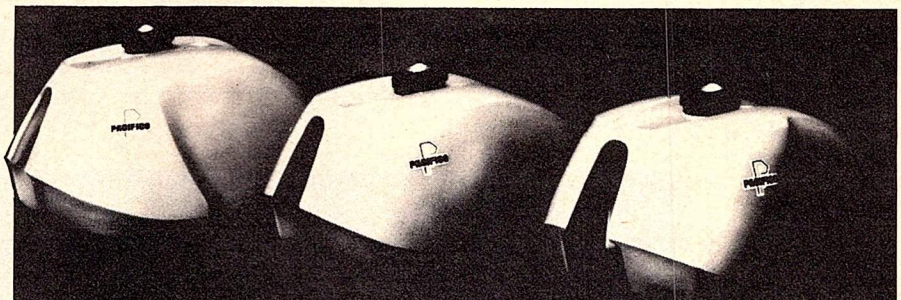
Roger S. Mowery
Eatontown, New Jersey

CHOKE CLUTCHING

Send $100 and a stamped, self-addressed envelope for directions on how to pull up the stupid little choke pin on the YZ Yamaha carb with one muddy gloved finger.

In case nobody sends the money, here's the answer anyway. Drill a hole in it and slip a piece of brazing rod about an inch long through the hole. Bugger up the ends so it won't fall out.

Dale Parks
San Leandro, California



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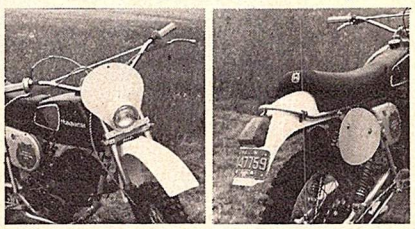

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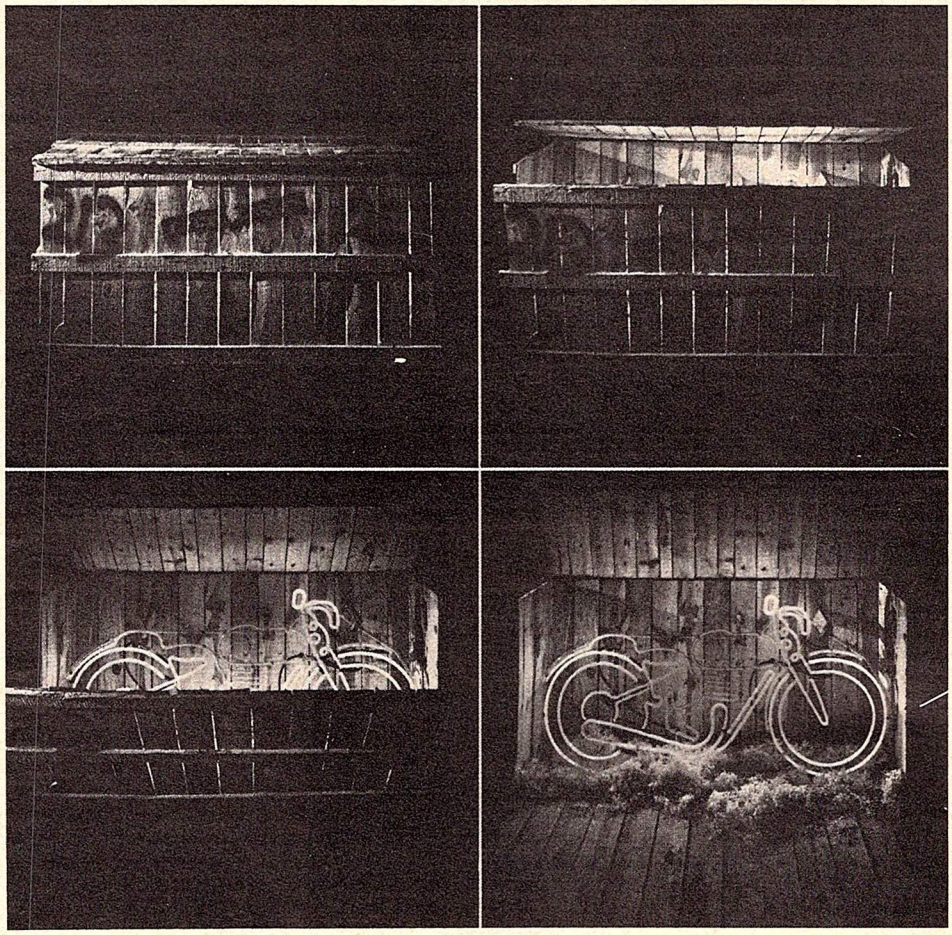

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CHECKPOINT *Continued from page 5*

were going to be entered, then the class should also be thrown open to Austins with knobby tires. It'd be sort of the Showroom Sedan class of observed trials.

Actually sidecars seem to show up a lot in these fantasies. One particular sidecar scheme was the reason that the Barstow to Vegas classic was canceled. The perpetrator was Scott Flyman of Helmet House. He designed and was building and recruiting for a unique entrant in the Barstow to Vegas race this past year. The basic idea was a sidecar rig, but there were to be two motorcycles connected to it, one on each side. On the left there was supposed to be a 100cc Hodaka, and on the right, there'd be a 450 Husky. Images of this desert dervish spinning mad donuts all the way to the smoke bomb came to me as I listened to Scott explain the project.

Furthermore, there were supposed to be four people involved: one rider on each bike, a monkey in the chair, and a captain. Because Helmet House is just about Preston Petty's largest distributor, Scott figured he could talk Preston into being the captain and give the effort a little class.

In any case, Barstow to Vegas was canceled by the BLM, and if the possibility of seeing this bizarre rig wasn't the prime reason, it must have been a part of the decision somewhere. Similar decisions are just as inexplicable.

These are not isolated examples. Those several ideas for saving the world by providing it with a new form of motorcycle entertainment are not the only ones I've been approached with. Strange calls at all hours of the day arrive here. Once a caller told me that he had the perfect solution to the problem of diminishing gate receipts at Southern California bike parks. His idea was observed trials again, but done in SoCal style. For the start, 30 or so 350 Bultaco Sherpa Ts would line up. Then the gate would drop and they'd all roar down the straight to the first section, which would feature a four-foot-wide entrance, a steep embankment studded with tree roots, a quick off-camber left, and then an exit out over a couple of trash barrels and an abandoned stove.

Since things at the event would be

Continued on page 99

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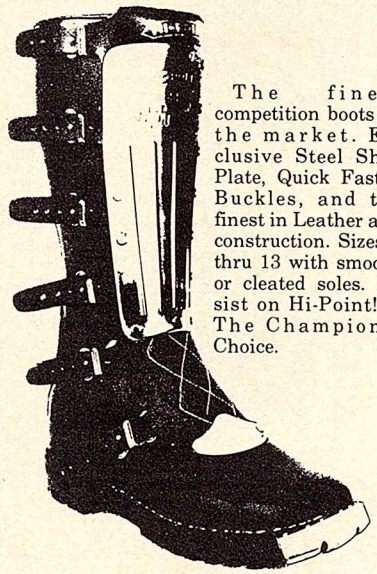

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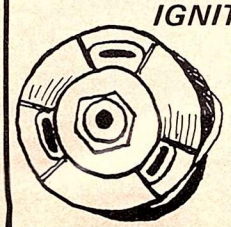

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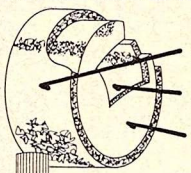

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Introducing the new Yamaha YZ400 Motocrosser. It has Monocross suspension and new Air/Oil front forks.

Monocross: a proven winner.

(a) This is the swing arm of the YZ 400 Monocross. It is triangulated, and rigid. This means the rear wheel of the YZ 400 is always in line. It goes where you point it. (b) Rear wheel travel. This is another advantage of Monocross. The shock is mounted at a 70 degree angle which increases rear wheel travel to 7¼ inches. This keeps the bike's rear wheel (c)—and its power—down on the ground, where it belongs.

(d) Monocross wins races because it's a better shock absorber. In addition to conventional oil damping, it has a pressurized nitrogen chamber. The compressed nitrogen acts as a second spring inside the shock absorber. It keeps air from invading the shock oil and causing foaming. The YZ 400 will give you damping under conditions that cause conventional shocks to fail.

New Air/Oil front forks.

(e) We've replaced conventional springs with a system that uses two pressurized air chambers and damping oil. The principle is simple: pressurized air can do everything a spring can do, and has the advantage of being infinitely adjustable. The first chamber (f) controls the initial travel. It soaks up the shocks of typical track irregularities. The second chamber (g) controls final travel. It absorbs the shocks of severe bumps. You look at the track, you decide the kind of ride you want, and you adjust the air pressure accordingly. The front forks of the new YZ 400 are also extremely rigid. You spend less time fighting the front end, and more time fighting the competition. (h) Another important advantage of Air/Oil front forks: there are no springs to coil-bind, so there is no sudden mechanical stop if the front forks bottom out.

The engine: another proven winner.

Last year, the Yamaha MX 400 won more Open Class desert races

THE YAMAHA YZ400.

It has a proven engine, with a broader powerband and more useable power.

In summary:

Last year's Yamaha MX 400 Monocrossers won big. (j) Look for the new YZ 400 to do even better this year.

than any other machine. The YZ 400 is powered by an improved version of that engine. It has a broad powerband. The YZ 400 comes on at 3500 rpm, is very strong through the middle range, and stays strong up to 8000 rpm. It delivers smoother, more useable power across the band. It gives you quicker response and better acceleration. The reason is the superior fuel/air charging efficiency of the Yamaha six-petal, stainless steel induction system. (i) We call it Torque Induction.

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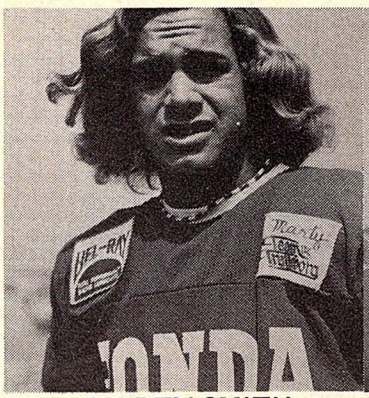
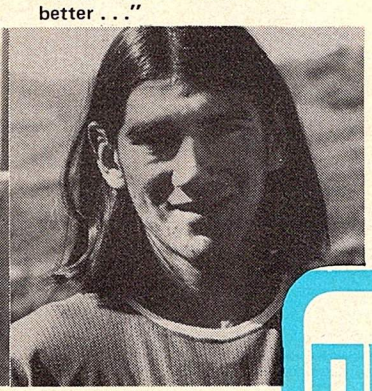


MARTY SMITH
"I've noticed better throttle response. . ."

PIERRE KARSMAKERS
"Bel-Ray in my shocks and forks makes the machines handle better . . ."

RICH EIERSTEDT
"Since we've been using Bel-Ray Oil, my engines last longer . . ."



TOMMY CROFT
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CHECKPOINT *Continued from page 95*

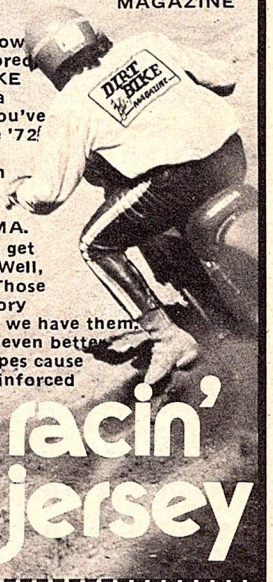
running SoCal style, there'd then be a two hour and 45 minute wait for the second section, which would be the first section run backwards. The third section would, of course, be canceled because of darkness — or at least shortened to include only the trash barrels and the stove.

Another phone message I received contained the idea of a genius who was able to capitalize on the liabilities of some of the very trick 125s you can build these days. After all the porting, polishing and metalwork that goes into some of these bikes, the only problem left is reliability, not speed. This guy devised a method of making that an asset. He would have competition events where all these 125s would move to the line and be warmed up with much shrieking of motors and flailing of elbows. The gate would go and they'd all race down narrow lanes limed out on abandoned runways. The lanes would be marked in meters down their length. The first bike to blow up would be the winner.

But I guess the best of the last year was the woman who called up and

Continued on page 101

DIRT BIKE MAGAZINE



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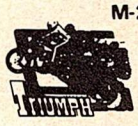

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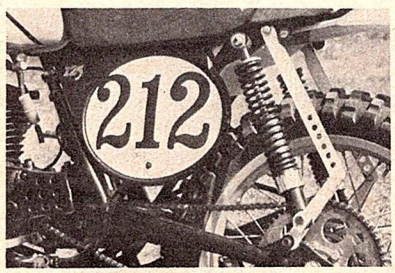

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CHECKPOINT *Continued from page 99*

introduced herself as the publicity agent for a guy who had a completely new kind of motorcycle stunt. She said this guy — I've forgotten his name now — would shame Evel Knievel. What he'd do would be to start up some enormous street bike, pop a couple of wheelies to warm up the crowd, and then accelerate down a measured straight and slam into the side of a parked car placed there for that purpose.

At this point, the stunt rider would fly off the bike, flip over the smashed car and land, on his feet, on a specially built ramp on the other side.

The woman offered DIRT BIKE exclusive coverage of this event. I asked if he'd practiced any. She said he'd already tried it once, but his feet had caught on the handlebars, slamming him face-down on the roof of the car.

I decided to pass on the scoop.

But sometimes, late at night when I'm relaxed and my guard is down, all these ideas come back and I slide into wondering if I'm not missing the chance to become rich and famous by trying to pull off one of these stunts.

DIRT BIKE
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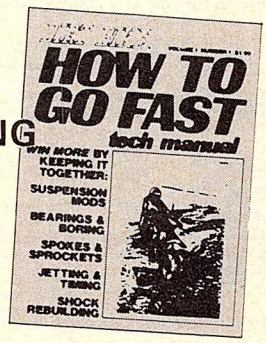

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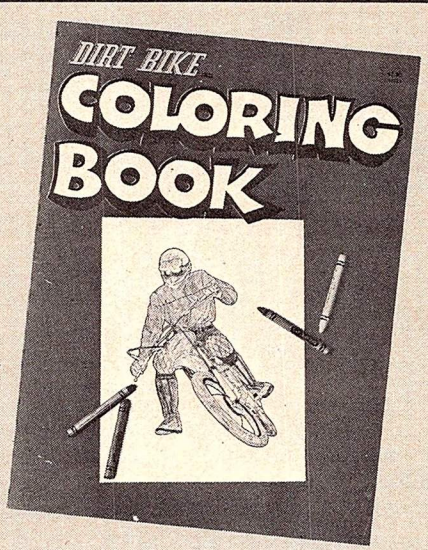

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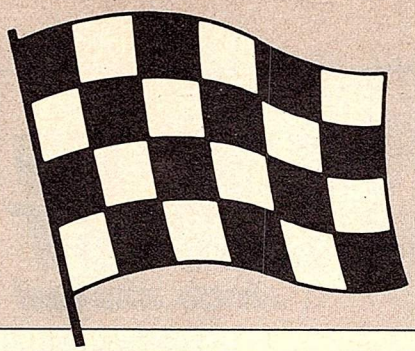

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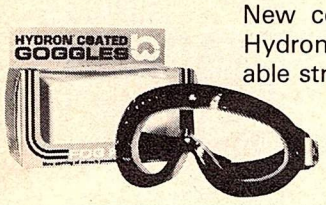

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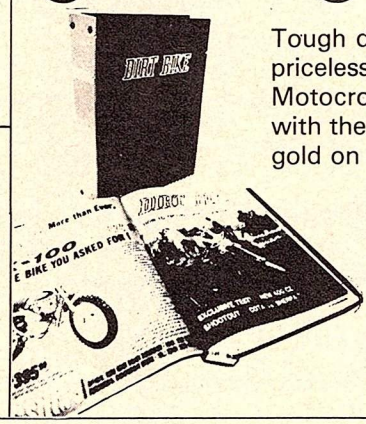

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HOT SET-UPS

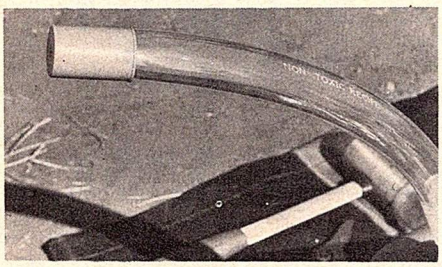
You folks are going to have to shape up your act. How long did you expect us to give away five dollars in trade for a few words of advice scrawled on a scrap of paper? Now you're going to have to work for it. Now we expect a picture-perfect photograph illustrating your blow-mind idea. Maybe then you'll think whether or not it's a worthwhile idea. Maybe then we won't have to wade through all those demented ramblings. Get it together. Bust out your Instamatic, load it up with black and white, and be creative. If you do something trick that we don't, tell us. You'll be doing your part to help all your fellow riders, making five big ones, and best of all, you'll be famous.

PLONKER PLATE

Take one of the Preston Petty rectangular district number plates, turn it vertically, and cut off the necessary amount of excess for a trim-fitting number plate. Use a coffee can lid for the circular high-zoot follow-the-curve-of-the-clamp cut-out.

SILENCER SAVER

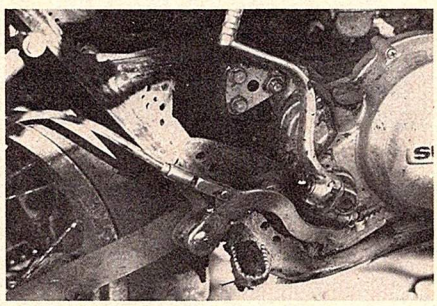
Danny Martinez of Canoga Park, California, knows how to keep your clamp-on silencer from disappearing. He says to use four side plates from some old master links, bend them, weld two on the pipe and two more on the silencer, and then connect them with springs.



GAS FILLER PLUGGER

Neat spouts, those transparent things that go on Jerry cans, but the black rubber plug has problems. Sometimes the screw-in chain pulls out (actually, it's more like all the time) and even if it doesn't, it seems like the plug is always dragging in the dirt.

The solution is a plastic film canister that comes with every roll of Kodak 35mm film. It fits on like so. Even if it falls on the ground, dirt isn't likely to get inside where it counts. And we noticed that our latest batch of Plus-X came in black canisters. If you use both black and gray cans, you can color-code your pre-mix and straight gas.

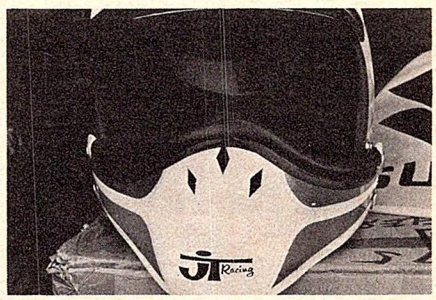


SHORTER, SMOOTHER SUZI

Here's a couple of additional set-up tips for the RL250 Exacta tested in the October issue. These come from Bruce Ryhti. He finished ninth in the 1975 Nationals and, for the second consecutive year, was the highest placing privateer on the circuit. Bruce shortened his wheelbase one inch by moving the swingarm mount forward. It's necessary to cut the frame tube at the rear and replace it with a flat hunk of steel. This permits moving the mount forward.

Bruce also cured first gear slack by adding some bulk to the first gear cogs. The snugger fit makes for smoother performance.

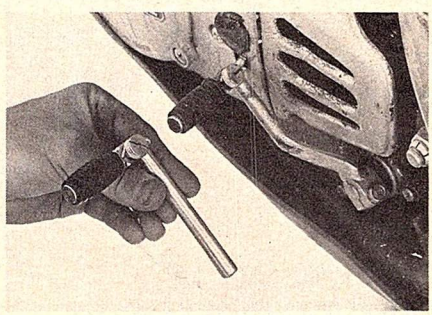
Ryhti added flywheel weight, kept stock suspension. He originally tried beefing up his front downtube in an effort to cure front end "flex," but the shorter wheelbase has cured the problem while permitting tighter turns.



NOSE SAVER

Got rough edges on your face mask and raw spots on your nose? Use quarter-inch fuel line, or any kind of plastic tubing, even foam if you can find it. Lay the cushion on the rough edges and black tape it out all sano. Might be a good idea even if your face mask isn't rough.

Photo is of Gerrit's helmet. Say thank-you for the idea to Dr. Wolsink the next time you see him.



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Same principle as spring loaded, folding footpegs. Hit a rock, and the business end of the shift lever rotates and then springs back, none the worse for wear. Carl Cranke turned us on to this shifter saver. See your local Penton dealer, it's a Hi-Point accessory. There's a lever made especially for Pentons and a universal adapter (Part No. 1029 shown in the photo) for other bikes. Ask for the new Hi-Point catalog while you're at it. Or write Hi-Point Accessories, 3709 Erie Ave., Lorain, Ohio 44053; (216) 244-4101.

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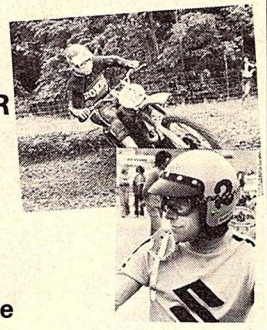

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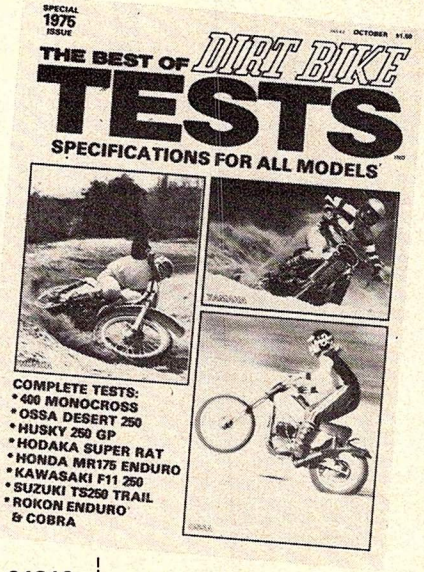

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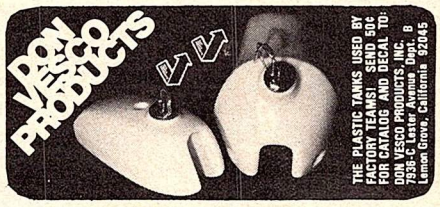
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How to get it running when it won't run no more.

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Tips for the TL250. Factory competition mods for the production bike. Or how to turn it into a trail/enduro machine.

Latest mods and accessories for the MR175 Elsinore. Two different ways to go.

And in the June issue tests on two brand-new bikes: the Automatic Husky and the Yamaha IT400 Two Day/Enduro. And a century shootout: Yamaha, Suzuki and Hodaka Hundreds.

DIRT BIKE'S WRENCH MANUAL is currently available at your local news dispenser. DIRT BIKE'S DESERT RACING went on sale March 9.

MAY ISSUE ON SALE APRIL 8.

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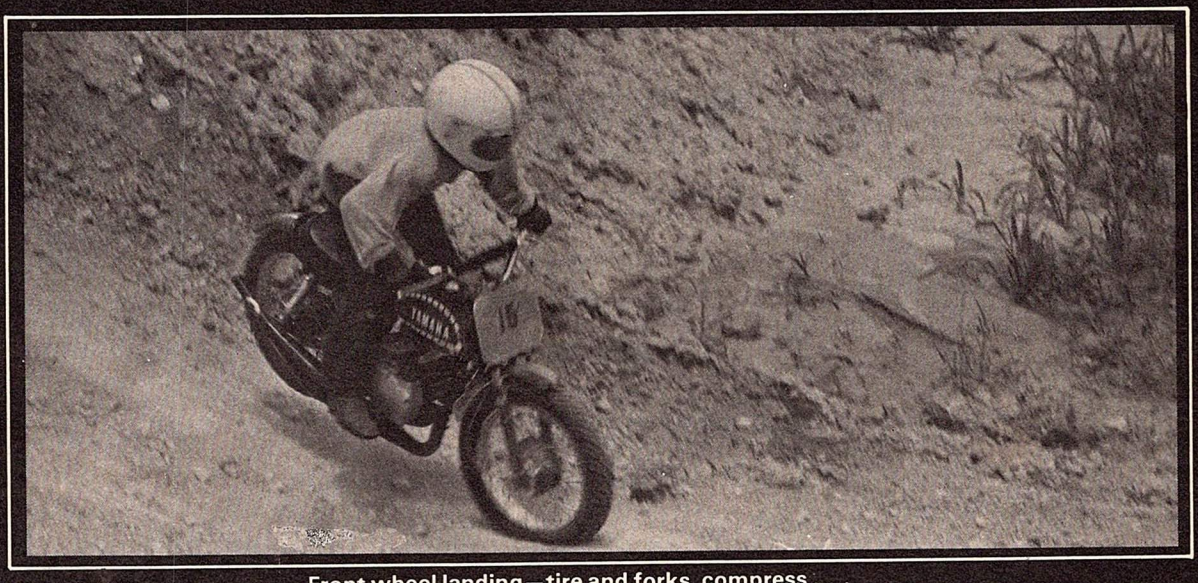
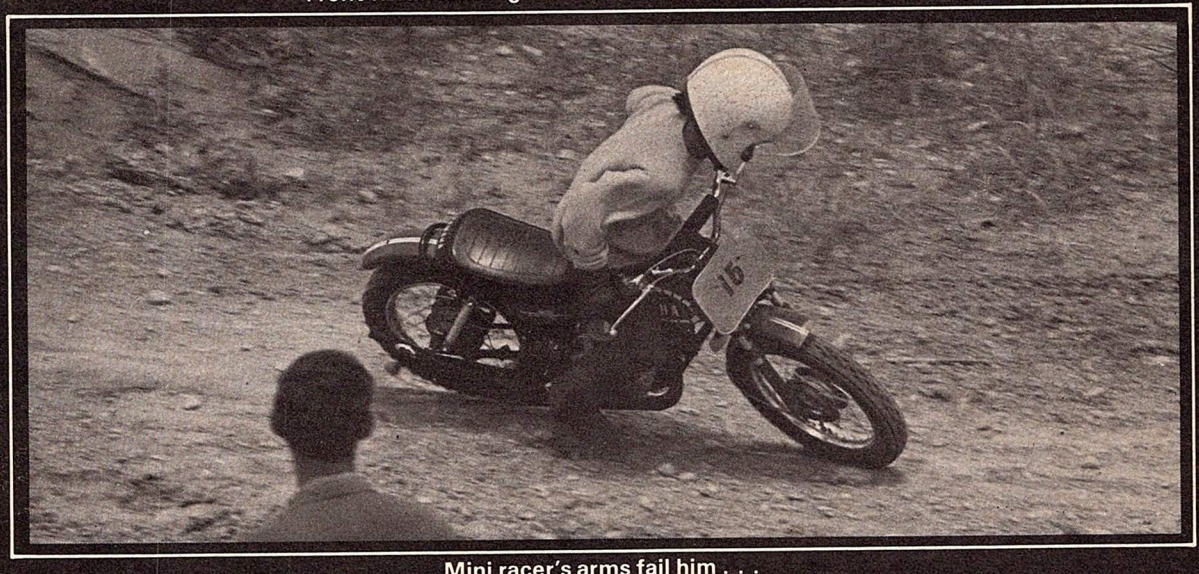


Front wheel landing—tire and forks compress . . .

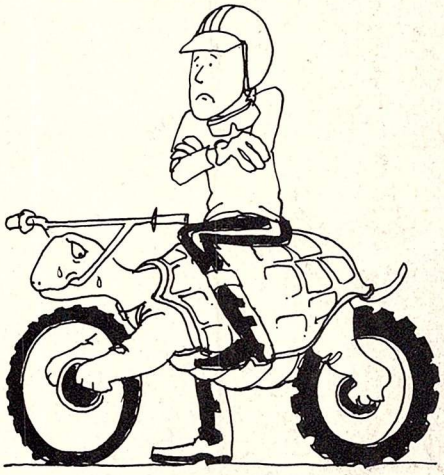


Mini racer's arms fail him . . .

And one more boy learns what pain is.

Photos by Dave Crook

"TROUBLE IS WHEN YOU'RE GOOD ENOUGH TO WIN, BUT YOUR BIKE ISN'T."



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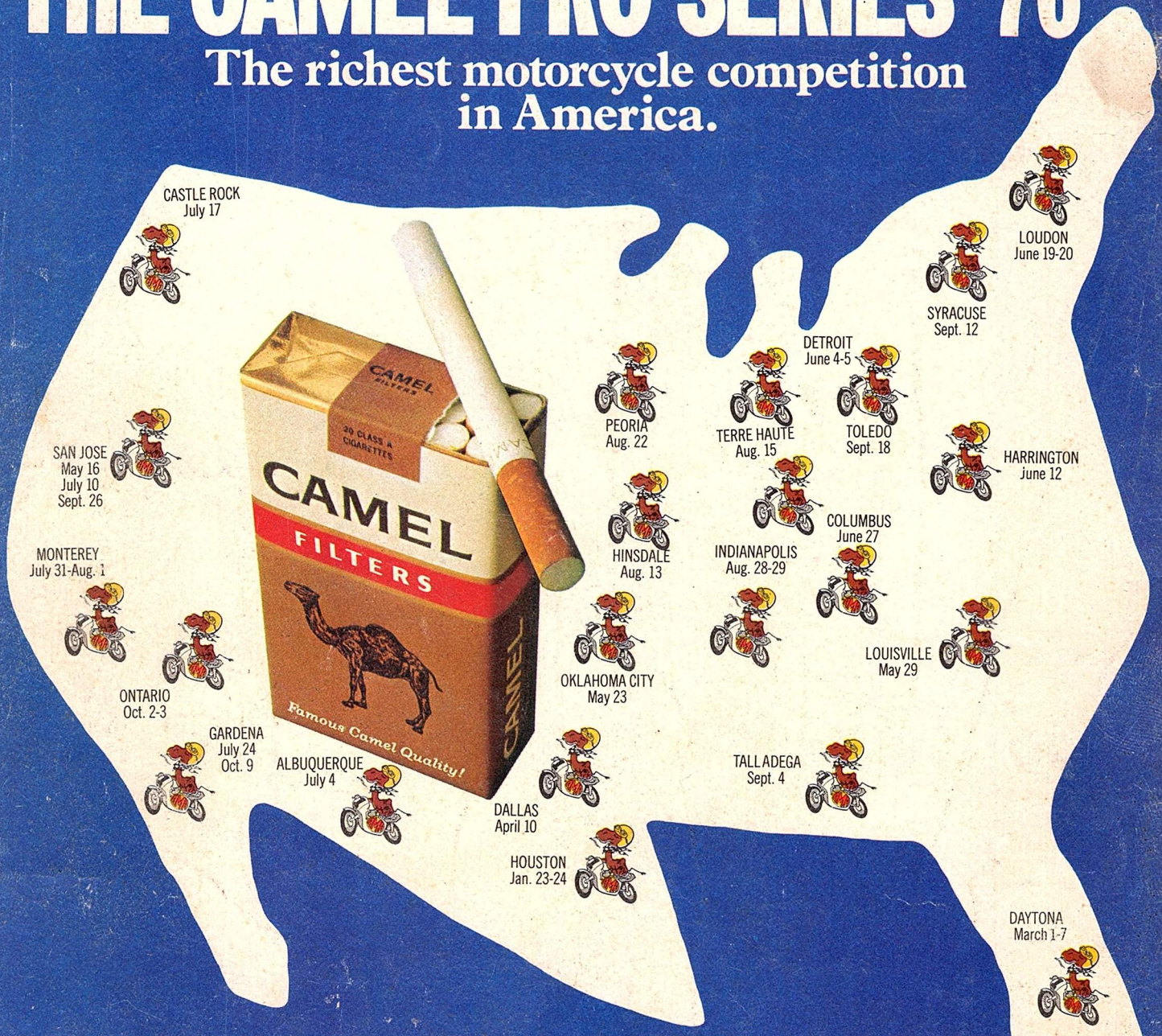

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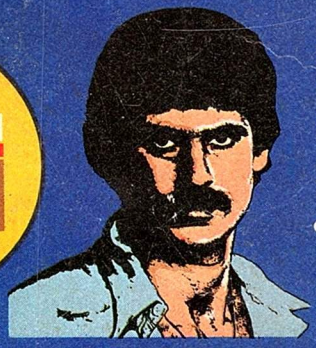

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